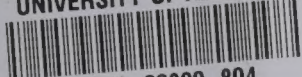


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Colonies  
Canada 16



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1842-46

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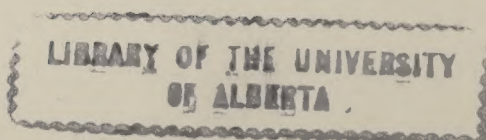
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## C A N A D A.

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(No. 96.)

### AN ACT FOR THE DISPOSAL OF PUBLIC LANDS.

WHEREAS it is expedient to provide by a law, applicable to all parts of this Province, for the disposal of Public Lands therein; Be it therefore enacted, by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, That the Act of the Parliament of the late Province of Upper Canada passed in the second year of the reign of Her Majesty, and intituled, "An Act to extend and continue for a limited Period the Provisions of an Act passed in the First Year of Her Majesty's Reign, intituled, 'An Act to provide for the Disposal of the Public Lands in this Province,'" and the Act thereby continued be and the same are hereby repealed.

And be it enacted, that, except as hereinafter provided, no free grant of Public Land shall be made to any person or persons whomsoever.

And be it enacted, that all claims to free grants of land arising out of or under the authority of any Order in Council, or other regulation of the Government now in force, shall be adjudged upon and determined by the Governor of this Province, by and with the advice of the Executive Council.

And be it enacted, that all claims for land under any Order in Council, or other regulation of the Government now in force, heretofore allowed by competent authority, or which shall hereafter be allowed by the Governor in Council, shall be commuted for land-scrip or orders for nominal sums of money to be issued by the Commissioner of Crown Lands, and such scrip shall be received as money upon all sales of lands of the Crown in this Province, the proceeds of the sales of which lands are not or shall not be set apart for any specific purpose.

And be it enacted, that upon payment of the fees chargeable upon any such grant of land, in cases where the grant is subject to such fees, and free of any expense where the grant is free of fees, the Commissioner of Crown Lands, in lieu of locating the claimant, shall issue to him or her scrip or orders for nominal amounts in money equal to the amount of his or her grant, calculating the value of such grant in that part of Canada formerly called Upper Canada, at the price of Four shillings currency per acre, and that the said scrip shall be issued in amounts not greater than Five pounds in any one note, and that such notes shall be assignable by delivery.

And be it enacted, that the militia scrip or orders for nominal amounts in money heretofore issued in that part of this Province formerly called Lower Canada, under the authority of the Proclamation of the Governor-General of that Province, bearing date the Eleventh day of December in the year of our Lord One thousand eight hundred and Thirty-eight, shall be assignable by delivery, and shall be received in payment upon all sales of Public Land in this Province, the proceeds of which are not or shall not then be appropriated for any specific purpose, and shall be received at and for the nominal rate at which the same were issued.

And be it enacted, that the Commissioner of Crown Lands shall take receipts for any such scrip which may be issued, and shall issue the said scrip to the claimant, or his or her  
legal

legal representative, in full discharge of the claim; and such scrip may be paid by delivery upon any sale of the Public Land aforesaid; and that the receipts to be given for payments upon sales of the said Public Land shall specify the amount received in money, or in the scrip aforesaid respectively.

And be it enacted, that the said scrip shall be received for deferred payments or instalments upon sales of Public Lands heretofore made, as well as upon sales to be made under the authority of this Act.

And be it enacted, that all rights and claims to land assigned under the authority of the Acts hereby repealed, shall be exchanged for the scrip aforesaid by the Commissioner of Crown Lands, upon application of the assignee, or his or her authorized agent, and such scrip shall thereafter be assignable by delivery.

And be it enacted, that no assignment of any right or claim to land assigned under the authority of the said above repealed Acts, which shall have been made by any married woman conjointly with her husband, shall be considered void or voidable by reason of the coverture of such married woman.

And be it enacted, that from and after the passing of this Act, all unlocated rights or claims to Public Land shall be held and considered to be personal goods and chattels, and not liable to be governed or adjudged upon by the laws relating to real or landed property.

Provided always, and be it enacted, that nothing in this Act contained shall be held to alter the law as respects rights to land located, or to make the same personal property, or to alter the descent or disposition thereof, or the adjudication of claims thereto arising from assignment, devise, bequest or other disposition thereof, or the rights of the owners thereof, in any respect whatsoever, or to make good any claims thereto, forfeited or held to be forfeited by reason of non-performance of the conditions upon which the same have been assigned or located.

And be it enacted, that no new claims to land founded upon any regulation or order of the Government shall be allowed or entertained unless made before the First day of January which will be in the year of our Lord One thousand eight hundred and Forty-three, except where the parties originally interested and claiming shall be under the age of Twenty-one years on the said day.

And be it enacted, that the price of such Public Lands shall from time to time be fixed and ascertained by authority of the Governor of this Province, by and with the advice of the Executive Council thereof.

And be it enacted, that it shall and may be lawful for the Governor of this Province in Council, to appoint in each municipal district a resident agent for the sale of Public Lands, who shall be authorized and empowered, under the direction of the Commissioner of Crown Lands, to make sale of Public Lands within the district for which he acts, at such prices as shall have been under the authority of this Act duly fixed and ascertained.

And be it enacted, that every such district agent shall keep regular accounts of sales of land within his division, and make the said sales appear in the plans or maps in his office.

And be it enacted, that it shall not be lawful for any district agent appointed under the authority of this Act, directly or indirectly to purchase any land which such district agent shall be appointed to sell as aforesaid; and if such district agent shall offend in the premises, he shall forfeit his said office.

And be it enacted, that the purchase-money upon the sale of such Public Land, or the scrip paid in therefor, shall, in the first instance, be paid to the district agent, who shall transmit the same to the Commissioner of Crown Lands, whenever the amount in the hands of such agent shall exceed Fifty pounds currency, deducting therefrom his per-centage, as herein-after provided; and, in default of such remittance, he shall be liable to be charged at the rate of Fifteen pounds per cent., as a penalty, per annum, for the time he shall retain any such sum in his hands, after the amount shall become remittable, as aforesaid; and the district agents, upon the receipt of any purchase-mones, or scrip, shall give the purchaser or purchasers a receipt for the same, specifying therein the number of the lot, or the land purchased, or otherwise sufficiently describing the same; and such receipt shall bear date on the day on which it is actually signed, and shall authorize the purchaser to take immediate possession of the lot so sold, and to maintain actions and suits in law or equity against any wrongful possessor or trespasser on such land, as fully and effectually as if the patent deed had issued on the day of the date of such receipt.

And be it enacted, that so soon as the purchase-money of any particular lot or quantity of land shall have been paid up in the manner aforesaid, the purchaser or purchasers shall thereupon become entitled to receive letters-patent for the same, free of further expense, and subject only to such reservations as are usually made in letters-patent of the same description;



description; and such letters-patent shall be transmitted by the Commissioner of Crown Lands to the agent for the district in which the lands are situate, within the space of Thirty days after the purchase-money shall have been paid, and the payment duly notified to the Commissioner of Crown Lands, unless, by reason of any unforeseen event or unavoidable necessity, the same cannot be so transmitted; and it shall be the duty of the district agent, upon the receipt of such letters-patent, to deliver the same to the owner or owners thereof, upon demand, without charge.

And be it enacted, that the Commissioner of Crown Lands for the time being, and also every district agent, shall, before entering upon the duties of his office, give good and sufficient security, to the satisfaction of the Governor of this Province in Council, for the faithful discharge of his duty, and for the due payment of all monies which shall in the course thereof come into his hands; that is to say—for the payment of such monies or scrip as shall come into the hands of any district agent aforesaid to the Commissioner of Crown Lands, and for the payment of such monies as shall come into the hands of the Commissioner of Crown Lands, or the balance remaining unexpended in his hands, to the Receiver-General of this Province.

And be it enacted, that the district agents shall receive such a per-centage upon the amounts received by them, as well as such payments for inspection of lands and other extraordinary duties performed under the direction of the Commissioner of Crown Lands, as the Governor of this Province in Council shall direct and appoint.

And be it enacted, that it shall be the duty of the Commissioner of Crown Lands to pay over, once in three months, to the Receiver-General of this Province, all sums remaining in his hands arising from the sale of the Public Lands aforesaid, retaining a sum sufficient to meet the contingent expenses of the department, but not exceeding Five hundred pounds.

And be it enacted, that the accounts of the Commissioner of Crown Lands shall be rendered to the Government of this Province for half-yearly periods; and that copies of the said accounts, containing the particulars of the receipts and expenditure of the office, with lists of all sales made up to the period of accounting ending next before the commencement of each Session of the Provincial Parliament, shall be laid before both Houses within ten days next after the commencement of each Session of the Legislature.

And be it enacted, that it shall be the duty of the Commissioner of Crown Lands, at least Thirty days before any sale shall be made under the authority of this Act, to cause printed lists of the lands open for sale to be exhibited in the office of Crown Lands, and in the offices of the respective agents in whose districts the lands shall respectively be for sale, specifying the prices of such lands and the terms of payment; and copies of such printed lists shall be published in the official Gazette, and in one public newspaper in the district, in which the lands are respectively situate; and such lists shall be revised once in each year, under the direction of the Commissioner of Crown Lands.

And be it enacted, that it shall and may be lawful for the Governor of this Province in Council, without any such publication, to direct sales of Public Land to be made at a fair valuation to any lessee or occupant; or to any individual who, from the peculiar situation of the property applied for, would be liable to injury by the disposal of the land to any other person or persons than such lessees or occupants or other individuals interested as aforesaid.

And be it enacted, that, notwithstanding any thing in this Act contained, it shall and may be lawful for the Governor of this Province, with the advice of the Executive Council, to appropriate as free grants any Public Lands in this Province to actual settlers upon or in the vicinity of any public roads in any new settlements which shall or may be opened through the lands of the Crown, under such regulations respecting such settlements as shall from time to time be made and declared by the Governor of this Province in Council: Provided always, that such grants shall not be made to any person or persons who shall have heretofore received any grant of land from the Crown; and provided also, that the extent of any grant so to be made shall not exceed Fifty acres; nor shall any such grant be made to any other than natural-born or naturalized-male subjects of Her Majesty of the full age of Twenty-one years.

And be it enacted, that it shall and may be lawful for the Governor of this Province, by and with the advice of the Executive Council, to set apart and appropriate such of the said Public Lands as shall be deemed expedient to be so set apart and appropriated for the site of market-places, gaols, court-houses, places of public worship, burying-grounds, schools, and for other like public purposes; and at any time before the issue of letters-patent therefor, to revoke such appropriation and setting apart as may seem expedient, and to make free grants for the purposes aforesaid, the trusts and uses for which the grants shall be made being expressed in the letters-patent granting the lands therein specified: Provided always, that no such grant for any such purpose shall be for a greater quantity of land than Ten acres for every one of the purposes aforesaid, in any one instance in which, or for any one occasion for which, land shall be granted as aforesaid.

And be it enacted, that in all cases in which grants or letters-patent for land shall have issued for the same land inconsistent with each other through error or mistake, and in all cases of sales or appropriations of land inconsistent with each other for the same land, and in all cases wherein by reason of false survey the land supposed to be conceded shall be found wanting in the whole or in part, it shall and may be lawful for the Governor of this Province in Council to decree and order a new grant equal in extent or equivalent to the land lost, according to the discretion of the said Governor in Council: Provided always, that no such claim on account of any error in survey shall be entertained or granted unless the land found wanting shall be equal to One-fifth of the whole quantity described to be contained in the particular lot or parcel of land granted or conceded; and provided also, that no such claim for indemnity shall be entertained after the space of Five years from the issue of the letters-patent granting or conceding such lot or parcel of land, or shall extend to cover the value of any improvements made by the grantees in error or mistake under any such grant.

And be it enacted, that it shall and may be lawful for the Court of Chancery in that part of this Province formerly called Upper Canada, and for the Court of King's Bench in that part of this Province formerly called Lower Canada, upon action, bill or plaint to be exhibited in either of the said Courts respecting grants of land situate in the said parts of this Province respectively, and upon hearing of the parties interested, or upon default of the said parties, after such notice of proceeding as the said Courts shall respectively order, in all cases wherein patents for land have or shall have issued through fraud or in error or mistake, to decree the same to be void; and upon the registry of such decree in the office of the Provincial Registrar of this Province, such patents shall be deemed void and of none effect to all intents and purposes whatsoever, and that the practice and proceeding in court in such cases shall be regulated by orders to be from time to time made and issued by the said Courts respectively.

And be it enacted, that it shall be the duty of Her Majesty's Commissioner for the sale of Crown Lands for the time being to keep a book for the entry, at the option of the parties interested, of the particulars of any assignments made as well by the original nominee or locatee, as also by any subsequent assignee or assignees of any such claim on lands heretofore located in respect thereof, such assignment or assignments being first produced or exhibited to the Commissioner aforesaid, together with an affidavit of the due execution thereof sworn before any justice of the peace, who is hereby fully authorized to administer the oath in this behalf, and such affidavit shall truly express the time of the execution of such assignment or assignments; and thereupon it shall be the duty of the said Commissioner to cause the material parts of every such assignment to be entered or registered in such book of entry or registry, and to indorse on every such assignment a certificate of such entry or registration; and every such assignment so entered or registered shall be valid against any one of a previous date or execution, but not then entered or registered, except in cases of express notice; and in all cases of such assignments being duly registered, it shall and may be lawful that the patent issue in the name of such assignee or assignees: Provided always, that in case the subscribing witness or witnesses to any such assignment shall be deceased, or shall have left the Province, it shall and may be lawful for the said Commissioner to register any such assignment upon the production of an affidavit or affidavits proving the death or absence of such witness or witnesses, and proving also the handwriting of such witness or witnesses.

And be it enacted, that any person or persons wilfully swearing falsely to the execution of any such assignment, or to the handwriting, or to the death or absence of any such witness or witnesses, shall be liable to the pains and penalties of wilful and corrupt perjury.

And whereas by reason of the receipt of land-rights in lieu of money in payment upon sales of clergy reserves in that part of the Province lately called Upper Canada, a certain sum of money is due and owing to the fund arising from the proceeds of clergy reserves, which under the said Act hereby repealed was to be repaid out of the proceeds of the lands of the Crown; Be it therefore enacted, that it shall and may be lawful for the Governor of this Province to direct and order the Commissioner of Crown Lands to pay over all proceeds of sales of Crown Lands over and above the expenses attending the sale thereof, in like manner as proceeds of sales of clergy reserves, until the debt or sum due and owing to the clergy reserve fund shall be fully discharged.

Passed by the Legislative Assembly, Wednesday, 25th August 1841.

*W. B. Lindsay,*  
Clerk Assembly.

Legislative Assembly, Wednesday, 25th August 1841.

Ordered, That the Honourable Mr. Harrison do carry this Bill to the Legislative Council, and desire their concurrence.

(Attest) *W. B. Lindsay,*  
Clerk Assembly.

Received,



## OF CANADA FOR THE DISPOSAL OF PUBLIC LANDS.

5

Received, and read for the first time, Wednesday, 25th August 1841.

*James Fitz-Gibbon,*  
Clerk Legislative Council.

Read a second time, Thursday, 26th August 1841.

*James Fitz-Gibbon,*  
Clerk Legislative Council.

Read a third time and passed, with amendments, 1st September 1841.

*James Fitz-Gibbon,*  
Clerk Legislative Council.

Legislative Council, Wednesday, 1st September 1841.

Ordered, That the Master in Chancery do go down to the Legislative Assembly, and acquaint that House, that the Legislative Council have passed this Bill with several amendments, to which they desire the concurrence of the Assembly.

(Attest) *James Fitz-Gibbon,*  
Clerk Legislative Council.

Legislative Assembly, Thursday, 2d September 1841.

Ordered, That the Honourable Mr. Harrison do carry back this Bill to the Legislative Council, and acquaint their Honors that this House hath agreed to their amendments.

(Attest) *W. B. Lindsay,*  
Clerk Assembly.

I reserve this Bill for the signification of Her Majesty's pleasure thereon.

Sydenham.

*John Clitherow.*

I hereby certify, that this is a true copy of the original Bill which was reserved for the signification of Her Majesty's pleasure thereon, on Saturday the 18th day of September 1841.

(signed) *James Fitz-Gibbon,*  
Clerk Legislative Council.

---

CANADA.

COPY of an ACT passed by the LEGISLATURE  
of the PROVINCE of CANADA, in the Fifth Year  
of the Reign of Her Majesty Queen VICTORIA,  
intituled, "An Act for the Disposal of Public  
Lands."—(Pursuant to Act.)

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*Ordered, by The House of Commons, to be Printed,*  
*11 February 1842.*

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21.

*Under 1 oz.*



# C A N A D A.

RETURN to an ADDRESS of the Honourable The House of Commons,  
dated 29 June 1842;—for,

COPIES of a DESPATCH from the Governor-General of *Canada* to the Secretary of State for the Colonies, of the 20th of January last, relative to the Surrender of *Nelson Hackett*, a Person of Colour, on the Demand of the Authorities of the *United States*, as a Fugitive from Justice; and of the COLONIAL ACT, 3 Will. 4, "An Act for the Apprehension of Fugitive Offenders from Foreign Countries, and delivering them up to Justice."

Colonial Office, Downing-Street, }  
25 July 1842.

G. W. HOPE.

---

*Ordered, by The House of Commons, to be Printed, 26 July 1842.*

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— No. 1. —

(No. 10.)

COPY of a DESPATCH from the Right Honourable Sir *Charles Bagot*, G.C.B. to Lord *Stanley*; dated Government House, Kingston, 20 January 1842.

The Right Hon.  
Sir C. Bagot to  
Lord Stanley.  
20 Jan. 1842.

My Lord,

IN the month of September last an application was addressed to this Government by the acting Governor of Michigan, for the surrender of one Nelson Hackett, a slave who had escaped from Arkansas, after having committed a robbery in that state. This application was at the time refused; first, because it was not made by the government of the state in which the offence had been committed; and, secondly, because it was not based on proceedings commenced before some competent criminal jurisdiction.

Shortly before I reached Canada a second requisition was addressed to Sir Richard Jackson, in which both these objections were obviated, the requisition proceeding on an indictment found by the grand jury of the county in which the offence had been committed, and being made by the Governor of Arkansas. I accordingly referred the papers connected with it to my executive council, in conformity with the provincial statute 3 Will. 4, c. 7, and I enclose for your Lordship's information a copy of their Report, as well as of the papers on which it is founded.

After fully considering the subject, I concurred in the recommendation of the council. There was no doubt of the guilt of this individual, the stolen property having been found on him on his arrival in the province; nor could it be said that this property had been taken solely to assist him in escaping from slavery, and not with a felonious intent. I felt therefore that to refuse to surrender him would be to establish as a principle that no slave escaping to this province should be given up, whatever offence, short perhaps of murder, he might have committed; a principle which would have been repugnant to the common sense of justice of the civilised world, would have involved us in disputes of the most inconvenient nature with the neighbouring states, and would have converted this province into an asylum for the worst characters, provided only they had been slaves before arriving here. I therefore ordered Nelson Hackett to be delivered up to the authorities of Arkansas, to be dealt with according to law.

I have, &c.  
(signed) *Charles Bagot.*

*Report.*  
*3 January 1842.*

## 2 DESPATCH FROM GOVERNOR GENERAL OF CANADA

The Right Hon.  
Sir C. Bagot to  
Lord Stanley.  
20 Jan. 1842.

---

Western District, to wit.—The information and complaint of Alfred Wallace, of Washington county, in the state of Arkansas, in the United States of America, merchant, taken upon oath this 8th day of September in the year of our Lord 1841, before Robert Mercer and Samuel Gardiner, esquires, two of Her Majesty's justices of the peace for the said district.

The said informant, upon his oath, saith, that on the 18th day of July last, in the year of our Lord 1841, Nelson Hackett, of Washington county aforesaid, a coloured man, did feloniously steal, take, and carry away one roan mare, aged , branded with figure 2 on her left foreshoulder, and also one blue beaver over-coat, the body and collar of which were lined and faced with black silk velvet, and also a quantity of Mexican silver, and gold of the coin of the United States, of the value of 100*l.*, the property of the said informant, Alfred Wallace, and with which property the aforesaid Nelson Hackett absconded; and this deponent further saith, that after having traced him through the United States to Windsor, in the Western district of Canada, he has good reason to believe that the said Nelson Hackett is now residing in Chatham, in the western district.

Taken and sworn at Windsor, in the district aforesaid, the 6th day of December 1841.

(signed) *Alfred Wallace.*  
*Robert Mercer, J.P., W.D.*  
*Samuel Gardiner, J.P., W.D.*

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*James Wright Gordon, Acting Governor in and over the State of Michigan, to his Excellency the Right Hon. Charles Baron Lord Sydenham, Governor-General of British North America.*

It appears by the annexed papers, duly authenticated according to the laws of our state, that one Nelson, a negro, sometimes called Nelson Hackett, late of the county of Washington, in the state of Arkansas, is guilty of the crime of larceny, committed in the month of July A. D. 1841, in the county of Washington, state of Arkansas aforesaid; and it having been represented to me that the said Nelson has fled from the justice of the said state of Arkansas, and taken refuge within the province of Canada; and further, that the said Nelson has been arrested and is now confined in the prison at Sandwich, in the said province of Canada :

Now, therefore, pursuant to a usage heretofore existing and acknowledged, I have to request that the said Nelson be delivered to Daniel Thompson, sheriff of Wayne county, who is hereby duly authorized and empowered to receive him and carry him to the state of Michigan, there to be dealt with according to law.

In testimony whereof I have hereunto set my hand, and caused to be affixed the great seal of the state of Michigan.

Done at the city of Detroit this 18th day of September, in the year of our Lord 1841.

By the Acting Governor.

(signed) *J. Wright Gordon.*  
*William L. Driggs,*  
Acting Secretary of State.

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State of Michigan, county of Wayne.—*Alfred Wallace*, being duly sworn, deposes and says, that, returning to his home in the county of Washington, state of Arkansas, after an absence, on or about the 24th day of July A.D. 1841, he learned that the dwelling-house of O. Evans, in the same county and state, had been entered and a gold watch and chain stolen therefrom, on or about the night of the 16th July; that a roan mare branded with the figure 2 on the fore left shoulder had been stolen from his own plantation, together with a fine blue beaver over-coat lined and faced with black velvet, both belonging to him; and that also about the same time, in the same neighbourhood, a fine quilted saddle had



## RELATIVE TO THE SURRENDER OF NELSON HACKETT. 3

had been stolen from W. L. Willson, he, deponent, also learning that at about the same period of these thefts, a negro by the name of Nelson, sometimes called Nelson Hackett, was missing from his plantation, became suspicious that he was the thief, and started in pursuit of him and the property: that on the 6th of September instant he arrived at Chatham, Upper Canada, where he found the said negro Nelson, and in his possession the mare, watch, and chain, saddle and over-coat above described: that with the assistance of deputy sheriff Lipman, of the western district of Upper Canada, he arrested the said Nelson, and that he was taken before James Reid and Thomas M. M'Crea, esqrs., justices of the peace at Chatham, and by them committed to prison.

The Right Hon.  
Sir C. Bagot to  
Lord Stanley.  
20 Jan. 1842.

(signed) *Alfred Wallace.*

Subscribed and sworn before me this 16th day of September A.D. 1841.

(signed) *E. J. Roberts,*  
Notary Public, Wayne County, State of Michigan.

State of Michigan, county of Wayne.—*George G. Gregg*, being duly sworn, deposes and says, that he is a citizen of the county of Washington, in the state of Arkansas; that on or about the 16th day of July A.D. 1841, at a late hour of the night, the dwelling-house of O. Evans, in said county and state, was entered, and a gold watch and chain valued at 148 dollars, belonging to Augustus J. Ward stolen therefrom; and that on the night of the 17th July A.D. 1841, the plantation of A. Wallace, same county and state, was entered, and a roan mare, branded with the figure 2 upon her left fore shoulder, valued at 100 dollars, stolen therefrom: that a fine quilted saddle belonging to W. L. Willson was stolen about the same time, in the same neighbourhood, and a fine new blue beaver over-coat, lined and faced with black velvet, belonging to A. Wallace: that a negro named Nelson, sometimes called Nelson Hackett, was missing about the same time. Deponent further says, that on the 21st day of July he started in pursuit of the said Nelson on the presumption that he was the thief: that he arrived in Sandwich, Upper Canada, on the 13th day of September instant, where he found that the said Nelson had been apprehended and committed to prison; that through the grates of the Sandwich gaol he had identified him; that he has been shown the watch and chain, the saddle and the over-coat above described, and the magistrate committing the said Nelson, and identified the same as being the one stolen as above related; and that he had also seen and identified the said roan mare, the articles and the mare being found, as stated to him by the magistrate, in possession of the said Nelson.

(signed) *George G. Gregg.*

Subscribed and sworn before me this 16th day of September A.D. 1841.

(signed) *E. J. Roberts,*  
Notary Public, Wayne County, State of Michigan.

Western District, to wit.—THE examination of *Nelson Hackett*, of the county of Washington, state of Arkansas, labourer, taken before us, Thomas M'Crea and James Reid, esqrs., two of Her Majesty's justices of the peace in and for said district. The said Nelson Hackett, being charged before us the said justices, on the oath of Alfred Wallace, of Arkansas aforesaid, merchant, for that he, the said Nelson Hackett, on or about the 18th July last past, did feloniously take, steal, and carry away one roan mare, branded with a figure 2 on the left shoulder, one blue over-coat, and a quantity of Mexican silver and American gold, of the value of 100*l.*, the property of the said Alfred Wallace, upon his examination saith, that the mare above described, and now found in the possession of the prisoner, and the coat, is the property of the said Alfred Wallace; was in the service of the said Alfred Wallace as a slave; took the mare from the race track-field, and the coat he took out of the house; the saddle in another stable; got the watch in Mr. Evans's house up stairs; thought it was Mr. Augustus Ward's watch. He

4                    DESPATCH FROM GOVERNOR GENERAL OF CANADA

The Right Hon.  
Sir C. Bagot to  
Lord Stanley.  
20 Jan. 1842.

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was a slave to Willis Wallace from the 15th June 1840 until December, after which Alfred Wallace told him to come over to his house; does not know whether he was sold to him or not; took no money from any person. And the witness against the said Nelson Hackett, being examined in his presence, the said Nelson Hackett is now asked if he wished to say anything in his own behalf; whereupon the said Nelson Hackett saith no.

(signed)                    his  
                                 *Nelson × Hackett.*  
                                 mark.

Taken before us at Chatham, this 17th day of September 1841.

(signed)                    *Thomas M'Crae, J. P., W. D.*  
                                 *James Reid, J. P., W. D.*

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Western District, to wit.—THE examination of *Alfred Wallace*, of the county of Washington, state of Arkansas, merchant, taken upon oath before us, Thomas M'Crae and James Reid, esqrs. two of Her Majesty's justices of the peace, this 7th day of September 1841, in the presence and hearing of Nelson Hackett, charged this day for having taken and feloniously stolen a certain roan mare, a blue over-coat, and a quantity of silver. This deponent saith, that the prisoner, Nelson Hackett, has been in his employ, as his slave, since June 1840; that he left his service in July 1841, in the state of Arkansas; that the roan mare and the over-coat, now found in the possession of the prisoner, is the property of this deponent; that a gold watch, now also found upon the person of the prisoner, is the property of Augustus J. Ward, of Arkansas aforesaid; that the saddle, also found in the possession of the prisoner, is the property of W. L. Willson, of Arkansas aforesaid; which said mare, saddle, coat, and watch, this deponent believes to be of the value of 68 *l.* 15 *s.* provincial currency. Prisoner was never out of this deponent's sight more than two or three weeks at a time. This deponent verily believes that the prisoner did steal the sum of 500 dollars, in specie of gold and silver; and further this deponent saith not.

(signed)                    *Alfred Wallace.*

Taken and sworn before us at Chatham, this 7th day of September 1841.

(signed)                    *Thomas M'Crae, J. P., W. D.*  
                                 *James Reid, J. P., W. D.*

One mare	-	-	-	-	-	-	\$.	125
One saddle	-	-	-	-	-	-		25
One coat	-	-	-	-	-	-		25
One gold watch	-	-	-	-	-	-		100
							\$	275

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To his Excellency the Right Honourable *Charles Baron Sydenham*, of *Sydenham*, in the County of *Kent*, &c. &c. &c. Governor-General of *British North America*.

May it please your Excellency,

THE petition of Alfred Wallace, of the state of Arkansas, in the United States, merchant, who humbly prayeth that Nelson Hackett, a negro, who, on the 18th July last, stole from your petitioner a roan mare, and an over-coat, and a quantity of American gold and Mexican silver coin, to the value of 100 *l.* and upwards, and who your petitioner followed into Canada, and there found the mare and over-coat, his property, with the prisoner, and who the authorities in Canada committed to Sandwich Gaol, may be given up to the authorities in the United States, to be there dealt with according to law; and your petitioner, as in duty bound, will ever pray.

Sandwich, Canada,  
21 September 1841.

(signed)                    *Afred Wallace.*



## RELATIVE TO THE SURRENDER OF NELSON HACKETT. 5

Attorney-General's Office (West), Kingston,  
29 September 1841.

The Right Hon.  
Sir C. Bagot to  
Lord Stanley.  
20 Jan. 1842.

Sir,

IN reply to your letter of this date, enclosing an application from the acting governor of the state of Michigan, for the delivery of a slave named Nelson Hackett, charged with robbery in the United States, and requiring me to report whether there is any objection to a compliance with this application, I have the honour to state, that on perusing the papers accompanying the application I perceive that the alleged felony is stated to have been committed in the state of Arkansas, while the application is made by the acting governor of the state of Michigan.

The provincial statute of Upper Canada, 3 Will. 4, c. 7, authorises the governor in his discretion, with the advice of the executive council, on requisition made by the government of any country, or its ministers or officers authorised to make the same, within the jurisdiction of which country the crime thereafter mentioned shall be charged to have been committed, to deliver up to justice any person charged, &c.

In my opinion the application should come from the government of the United States, or at least from the state of Arkansas, within the jurisdiction of which the crime is charged to have been committed.

Were this objection removed, I should still feel it open to great doubt, whether the application of the foreign government ought not to be based upon proceedings commenced before some competent criminal jurisdiction in the state or country where the alleged felony is stated to have been perpetrated.

I have, &c.

(signed) *W. H. Draper.*

To T. W. C. Murdoch, Esq.  
Chief Secretary, &c. &c. &c.

Sir,

The Park Farm, Sandwich, 23 December 1841.

HEREWITH I have the honour of forwarding to you the demand from the governor of Arkansas to the administrator of this province, of Nelson Hackett, about whom the recent correspondence with your office took place. On receiving from you an order for his being delivered up to Mr. Davenport, I will see that it is properly attended to.

I remain, &c.

(signed) *John Prince.*

The Hon. S. B. Harrison, M. P. P., P. S. W.  
&c. &c. &c.

To the Right Honourable Sir *Richard Jackson*, Governor-General of  
*British North America, Kingston, Canada;*

Greeting.

WHEREAS it has been made known to me that a certain Nelson Hackett, who has been charged with the crime of grand larceny, and against whom an indictment has been found for said felony by the grand jury of our county of Washington, has fled from justice, and beyond the limits of the state of Arkansas, and is now in the province of Canada, and within the jurisdiction of the government over which your Excellency presides; now, therefore, I, Archibald Yell, Governor of said state of Arkansas, do hereby request and respectfully demand of your Excellency that you will cause the said Nelson Hackett to be surrendered and delivered up, to the end that he may be removed and brought to said state of Arkansas, where jurisdiction may be had of said crime, and justice awarded in the premises. And I hereby authorise and empower Lewis Davenport, of Wayne county, in the state of Michigan, to receive from the proper authorities of the province of Canada, and take into his custody the said Nelson Hackett, and remove and transport him as aforesaid to the said state of Arkansas.

In testimony whereof I have hereunto set my hand, and caused the great seal of the state to be affixed, at Little Rock, on the 30th day of November A.D. 1841.

(L. S.)

(signed) *A. D. Yell.*

## 6 DESPATCH FROM GOVERNOR GENERAL OF CANADA

The Right Hon.  
Sir C. Bagot to  
Lord Stanley.  
20 Jan. 1842.

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State of *Arkansas*, County of *Washington*.—In the Circuit Court of said County, at the November term thereof, 1841.

THE grand jurors for the state of Arkansas, duly selected, summoned, returned, tried, empanelled, sworn, and charged to inquire in and for the body of the county of Washington aforesaid, upon their oath present that Nelson Hackett, a negro slave, the property of Alfred Wallace, late of said county, on the 2d day of July in the year of our Lord 1841, at the county aforesaid, one saddle of the value of 20 dollars, of the goods and chattels of one Washington L. Wilson, then and there being found, feloniously did steal, take, and carry away, contrary to the force of the statute in such case made and provided, and against the peace and dignity of the state of Arkansas.

(signed) *A. M. Wilson*,  
Pro. Att. for the 4th Jud. Circuit, Arkansas.

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State of *Arkansas*, County of *Washington* (s. s.), United States of *America*.

I, Benjamin H. Pierson, Clerk of the Circuit Court, and *ex officio* Recorder within and for the county of Washington aforesaid, hereby certify that the foregoing is a true copy of an indictment against Nelson Hackett, a slave, as therein described, preferred by the grand jury in and for the said county, on the day of the date thereof. In testimony whereof, I, as Clerk and *ex officio* Recorder as aforesaid, have hereunto set my hand and affixed the seal of said court, at office, this 26th day of November A.D. 1841.

(L. S.) (signed) *B. H. Pierson*,  
Clerk and Ex officio Recorder.

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State of *Arkansas*, County of *Washington*.

I, Joseph M. Hoge, Judge of the Circuit Court, within and for the fourth judicial circuit of said state of Arkansas, do certify that Benjamin H. Pierson, whose signature and seal of office appears to the foregoing certificate, is, and was at the time of signing the same, clerk of the circuit for said county of Washington; that full faith and credit are due to all his official acts as such, and that the same is given in due form of law.

Given under my hand at Fayetteville this the 26th day of November 1841.

(signed) *J. M. Hoge*,  
Judge of the Circuit Court.

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State of *Arkansas*, County of *Washington*, in the Circuit Court of said County, at the November term thereof, 1841.

THE grand jurors of the state of Arkansas, duly selected, summoned, returned, tried, empanelled, sworn, and charged to inquire in and for the body of the county of Washington aforesaid, upon their oath present that Nelson Hackett, a negro slave, the property of Alfred Wallace, late of said county, on the 17th day of July A. D. 1841, at the county aforesaid, and within the jurisdiction of this court, one gold watch of the value of 150 dollars, of the goods and chattels of one Augustus J. Ward, then and there being found, feloniously did steal, take, and carry away, contrary to the form of the statute in such case made and provided, and against the peace and dignity of the state of Arkansas.

(signed) *A. M. Wilson*,  
Pro. Att. for the 4th Jud. Circuit, State of Arkansas.



## RELATIVE TO THE SURRENDER OF NELSON HACKETT. 7

State of *Arkansas*, County of *Washington* (s. s.), United States of *America*.

The Right Hon.  
Sir C. Bagot to  
Lord Stanley.  
20 Jan. 1842.

I, Benjamin H. Pierson, Clerk of the Circuit Court, and *ex officio* Recorder within and for the county of Washington aforesaid, hereby certify that the foregoing is a true copy of a bill of indictment preferred against Nelson Hackett by the grand jury named in said indictment.

In testimony whereof I, as clerk and *ex officio* recorder as aforesaid, have hereunto set my hand and affixed the seal of my office at office, this 26th day of November, A. D. 1841.

(L. S.) (signed) *B. H. Pierson*,  
Clerk and Ex officio Recorder.

State of *Arkansas*, County of *Washington*.

I, Joseph M. Hoge, Judge of the Circuit Court, for and within the fourth judicial circuit of said state of Arkansas, do certify that B. H. Pierson, whose signature and seal of office appears to the foregoing certificate, is and was, at the time of signing the same, clerk of the circuit for the said county of Washington; that full faith and credit are due to all his acts as such, and that the same is given in due form of law.

Given under my hand at Fayetteville this 26th day of November 1841.

(signed) *J. M. Hoge*,  
Judge of Circuit Court, &c.

To the Right Honourable Sir *Richard Jackson*, Governor-General of *British North America*.

YOUR petitioner would respectfully represent to your Honour that Nelson Hackett now stands indicted in said circuit court of Washington county, state of Arkansas, for grand larceny, is now in British North America, and within the jurisdiction of your Honour. Your petitioner would respectfully request that the said Nelson Hackett be given up upon the requisition of the Governor of the state of Arkansas, to the end that he may be brought to answer the said indictment for grand larceny. As in duty bound, your petitioner will ever pray.

Washington County, Arkansas, (signed) *Washington L. Wilson*.  
26 November 1841.

To the Right Honourable Lord *Sydenham*, Governor-General of the Province of *British North America*, &c. &c. &c.

The Petition of *Nelson Hackett*, a Man of Colour, now confined in the  
Gaol of the Western District;

Humbly sheweth,

THAT your petitioner, who was a slave in Arkansas, in the United States of America, made his escape from that place to the province of Canada, where he had learned that the humanity of the British law made him a free man as soon as he touched the shores of the country; that after his arrival at Chatham, the person to whom he had belonged arrived at that place, and for the purpose of being enabled to take your petitioner back to Arkansas with him, charged your petitioner with having stolen goods in your petitioner's possession, when, in fact and truth, the property belonged to your petitioner. When your petitioner was taken before the magistrates to be examined, from the blows that had the night before been inflicted on his head, he was in such a state as to be unconscious of what he said, he having been severely beaten over the head with the butt of a whip and a large stick. That to produce a feeling against your petitioner, his master charged him with having committed a rape, but did not attempt to make any proof thereof. Wherefore he prays your Excellency will be pleased to consider his case, and not authorize your petitioner to be given up, as should he be

## 8 DESPATCH FROM GOVERNOR GENERAL OF CANADA

The Right Hon.  
Sir C. Bagot to  
Lord Stanley.  
20 Jan. 1842.

taken back to Arkansas, he will be tortured in a manner that to hang him at once would be mercy. Hoping that your Excellency will take pity on him, and not accede to the demands of his master without the most clear evidence of his guilt, which he is well assured can only be obtained by false swearing.

And in duty bound will ever pray.

Sandwich Gaol, 18 September 1841.

(signed) his  
*Nelson x Hackett.*  
mark.

To his Excellency Lieutenant-General Sir *R. D. Jackson*, K.C.B. Administrator of the Government of the Province of *Canada*, &c. &c. &c.

Report of a Committee of the Executive Council.

Present:—The Hon. Mr. Sullivan, in the Chair; Mr. Daly, Mr. Harrison, Mr. Draper, Mr. Day, and Mr. Killaly.

Signed, C. B.

May it please your Excellency,

THE Committee of Council have, according to the commands of his Excellency Sir Richard Jackson, considered the case of Nelson Hackett, a fugitive felon from the state of Arkansas, and have agreed upon the following Minute.

Read a requisition from his Excellency the Governor of the state of Arkansas, setting forth, that it had been made known to him that Nelson Hackett, a negro slave, against whom an indictment had been found for grand larceny by the grand jury of the county of Washington, in the said state, is now in the Province of Canada, and requesting that the said Nelson Hackett be surrendered and delivered up, to the end that he may be removed and taken to the said state of Arkansas, where jurisdiction may be had of the said crime and justice awarded in the premises, and empowering one Lewis Davenport to receive the said Nelson Hackett, and to remove and transport him to the said state of Arkansas.

Read also certified copies of two several bills of indictment found by the grand jury of the said county of Washington; one charging the said Nelson Hackett with larceny of a watch, the other charging the said Nelson Hackett with larceny of a saddle.

Read also several depositions taken in the said state of Arkansas, and in Canada, and the examination of the said Nelson Hackett, taken at Chatham, in the western district of this province, before two of Her Majesty's justices of the peace.

And the Committee of Council are respectfully of opinion, that there is sufficient evidence of the criminality of the said Nelson Hackett in the matters so charged against him to warrant the apprehension and commitment for trial of the said Nelson Hackett, had the offence wherewith he is charged been committed in this province, and they therefore recommend that the said Nelson Hackett be ordered to be delivered up and surrendered to Lewis Davenport above named, to the end that he be taken and transported to the said state of Arkansas, there to be dealt with according to law, pursuant to an Act of the Parliament of the Province of Upper Canada, passed in the third year of the reign of King William the Fourth, intituled "An Act to provide for the apprehending of Fugitive Offenders from Foreign Countries, and delivering them up to Justice."

All which is respectfully submitted.

By order.

(signed) *R. B. Sullivan,*  
Chairman.

Executive Council Office, Kingston,  
8 January 1842.

This Report reserved for the consideration of his Excellency the Governor-general.

By command of the Administrator.

(signed) *Wm. H. Lee.*



## RELATIVE TO THE SURRENDER OF NELSON HACKETT. 9

Sir,

Government House, Kingston, 19 January 1842.

The Right Hon.  
Sir C. Bagot to  
Lord Stanley.  
20 Jan. 1842.

I HAVE the honour to inform your Excellency, that immediately on the assumption of the government of this province I took into consideration the demand made by your Excellency on Lieutenant-general Sir R. D. Jackson for the surrender to the authorities of the state of Arkansas of one Nelson Hackett, who has been charged with the crime of grand larceny, and against whom an indictment has been found by the grand jury of the county of Washington, in that state. Having, in connexion with my Executive Council, examined the charges against this individual, and the proofs by which they are supported, I have satisfied myself that there is sufficient evidence to warrant his commitment and trial, had the offence with which he is charged been committed in this province. I have therefore determined to comply with your Excellency's requisition, and have accordingly issued the necessary instructions for the surrender of Nelson Hackett to the custody of Lewis Davenport, the person appointed by your Excellency to receive him, with a view to his being conveyed to Arkansas, there to be dealt with according to law.

I have, &amp;c.

His Excellency A. Yell,  
Governor of Arkansas.

(signed) *Charles Bagot.*

— No. 2. —

## UPPER CANADA. ACT 3d WILL. 4, c. 7.

AN ACT to provide for the Apprehending of Fugitive Offenders from Foreign Countries, and delivering them up to Justice.—Passed 13th February 1833.

Fugitive Offenders'  
Act.

WHEREAS it is expedient to provide by law for the apprehending and delivering up of felons and other malefactors who, having committed crimes in foreign countries, have sought, or may hereafter seek an asylum in this province: be it therefore enacted by the King's most excellent Majesty, by and with the advice and consent of the Legislative Council and Assembly of the Province of Upper Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of Great Britain, intituled, "An Act to repeal certain parts of an Act passed in the Fourteenth year of His Majesty's reign, intituled, 'An Act for making more effectual provision for the Government of the Province of Quebec, in North America, and to make further provision for the Government of the said Province,'" and by the authority of the same, that the Governor, Lieutenant-governor, or person administering the government of this province, shall have power and he is hereby authorised, at his discretion, and by and with the advice of the Executive Council, on requisition being made by the government of any country, or its ministers or officers authorised to make the same, within the jurisdiction of which country the crimes hereinafter mentioned shall be charged to have been committed, to deliver up to justice any person who may have fled to this province, or who shall seek refuge therein, being charged with murder, forgery, larceny, or other crime, committed without the jurisdiction of this province, which crimes if committed within this province would, by the laws thereof, be punishable by death, corporal punishment, by pillory or whipping, or by confinement at hard labour, to the end that such person may be transported out of this province to the place where such crime shall have been charged to have been committed: provided always, that this shall only be done upon such evidence of criminality as, according to the laws of this province, would, in the opinion of the Governor, Lieutenant-governor, or person administering the government, and of the Executive Council, warrant the apprehension and commitment for trial of such fugitive from justice, or person so charged, if the offence had been committed within this province.

Preamble.

Government authorised to deliver up to justice persons who may have fled from other countries into this Province, charged with heinous offences.

2. And be it further enacted by the authority aforesaid, that, for preventing the escape of any person so charged, before any order for his apprehension can be obtained from the Governor, Lieutenant-governor, or person administering the government of this province, it shall be lawful for any judge, or for any justice of the peace in this province, acting within his jurisdiction, to issue his warrant

Persons charged with offences committed in foreign countries, may be committed until an application can be made to the Go-

vernment for de-  
livering up such  
offender.

warrant for the apprehension and for the commitment of any such person charged as aforesaid, in order that he may be detained in secure custody until application can be made to the Governor, Lieutenant-governor, or person administering the government, under the provisions of this Act, and until an order can be made thereon; which warrant shall, nevertheless, only be granted upon such evidence, on oath, as shall satisfy such judge or justice that the person accused stands charged with some crime of the description hereinbefore specified, or that there is good ground to suspect him to have been guilty thereof.

This Act not to  
affect the provi-  
sions of 37 Geo. 3,  
c. 15, or to make it  
incumbent on the  
Government to de-  
liver up persons  
charged as afore-  
said, or to prevent  
their discharge on  
a habeas corpus, if  
too long detained  
in custody.

3. And be it further enacted by the authority aforesaid, that nothing in this Act contained shall be construed to affect the provisions of a certain Act of the Parliament of this province, passed in the 37th year of the reign of King George the Third, intituled, "An Act to authorize the Apprehending of Felons and others Escaping from any of His Majesty's Provinces and Governments in North America into this Province," or to make it incumbent upon the Governor and Council of this province to deliver up any person charged, if for any reason they shall deem it inexpedient so to do, or to prevent the discharge of any person upon habeas corpus who, having been committed under this Act, shall be detained in custody beyond the time that may be reasonably required, under the circumstances of the case, for carrying the provisions of this Act into effect.

CANADA.

COPIES of a DESPATCH from the Governor-General of Canada to the Secretary of State for the Colonies, of the 20th January last, relative to the Surrender of *Nelson Hackett*, a Person of Colour, on the Demand of the Authorities of the United States, as a Fugitive from Justice.

(*Mr. Haues.*)

*Ordered, by The House of Commons, to be Printed,  
26 July 1842.*

495.

*Under 2 oz.*



NEWFOUNDLAND.

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P A P E R S

RELATING TO

THE PROPOSED CHANGES IN THE CONSTITUTION OF

NEWFOUNDLAND.

(PRESENTED TO PARLIAMENT BY COMMAND OF HER MAJESTY.)

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*Ordered, by The House of Commons, to be Printed,  
23 June 1842.*

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SCHEDULE.

No.	DATE.	SUBJECT.	PAGE.
1. Sir J. Harvey to Lord John Russell.	6 Oct. 1841	Report on the general state of the Colony. Modification of the existing Constitution - - - - -	3
2. Lord Stanley to Sir J. Harvey -	19 Nov. 1841	In reply to preceding Despatch - -	4
3. Sir J. Harvey to Lord Stanley -	21 Dec. 1841	Suggestion of uniting the Council and Assembly in one Legislative Body -	7
4. Sir J. Harvey to Lord Stanley -	23 Dec. 1841	Acknowledges Lord Stanley's Despatch of 19 November - - - - -	7
5. Sir J. Harvey to Lord Stanley -	10 Jan. 1842	Referring to Lord Stanley's Despatch of 19 November. Opinion as to the Qualification of Voters - - - - -	8
6. Sir J. Harvey to Lord Stanley -	11 Feb. 1842	Sends Answers to Queries relative to the Modification which it may be desirable to introduce into the Representative Constitution - - - - -	10



## NEWFOUNDLAND.

— No. 1. —

(Confidential.)

EXTRACT of a DESPATCH from Governor Sir *John Harvey*, K. C. B., to Lord *John Russell*, dated Government House, Newfoundland, 6 October 1841.

No. 1.

Extract Despatch  
from Sir J. Harvey  
to Lord John Rus-  
sell, 6 Oct. 1841.

IN obedience to your Lordship's commands, I proceed to place before you the views and opinions which I have formed upon the actual condition of this colony, from such observations as I have been afforded the opportunities of making, and such information as I have been enabled to acquire since my arrival in the island.

1. The inhabitants of Newfoundland appear to be unfeignedly loyal and firmly attached to British connexion.

No material degree of political excitement appears at present any where to exist, but, on the contrary, an apparent approximation towards a general disposition to bury past occurrences in oblivion. The trade of the colony is flourishing; its revenues ample and increasing; the fisheries of the present year, both of seals and cod-fish, have been highly successful.

2. The apparent suspension of their representative constitution, so recently conferred upon them, upon the ground of their gross abuse of the elective franchise, has evidently created much apprehension in the public mind, and has, I am willing to believe, produced such a moral effect as would exert a salutary influence in repressing any undue violence in future elections, in the event of Her Majesty's Government deciding on authorizing me to convene another Assembly. That there are persons of both intelligence and experience in this community who may entertain doubts on this subject I think very probable; but I cannot allow myself to believe that any intelligent individual in this island would be found favourable to the extinction, or even to the suspension for any lengthened period, of those benefits which a representative constitution can alone confer upon its inhabitants, and this merely because, during the first few years of the experiment, it has not been found to work with that degree of harmony which is so desirable, but which has not always been exhibited in other colonies, after a much longer trial. To some of the causes to which these discordant proceedings may be imputed I may hereafter advert; at present I will merely observe, that all parties are, I hope and believe, convinced that moderation in their measures and proceedings will best accord with their true interests; and all, every individual of every creed, party and denomination who has approached me, and with whom I have held communication, has expressed an anxious desire that its constitution should be restored to the island, with certain modifications.

In submitting to your Lordship, therefore, a proposition that I should be authorized to convene the General Assembly of Newfoundland, I will at the same time suggest the modifications which appear to me to be desirable, if not absolutely indispensable :—

1. That the qualification of the "members" of the Assembly should be so raised as, if possible, to ensure the election of persons above the class of common labourers: the possession of an income of not less than 100*l.* per annum, or of property of any kind of the value of—say 500*l.*, might, perhaps, effect this object.

2. Such a subdivision of the electoral districts, based upon population, as materially to increase the number of members—say to nearly double the present amount.

3. The elections throughout the island to be simultaneous.

With regard to the qualification of "voters," which is at present conferred by a mere residence in the island for one year, although it certainly may be regarded  
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as amounting to almost "universal suffrage," yet there are circumstances attaching to the unsettled and migratory character of a certain portion of the population of this island, which may perhaps be regarded as constituting a sufficient cause for not at present interfering with the enlarged privileges granted to them by the Royal Proclamation of July 1832, but which would perhaps rather render it advisable to leave any limitation of these privileges (beyond perhaps extending the qualifying period to two years' residence) to the good sense of the representatives of the people themselves, and to future legislative enactment.

The modifications which I have above suggested are, therefore, the only propositions which I deem it necessary to submit your Lordship at present; but as these, in the event of their receiving your Lordship's concurrence and approbation, can only be effected, I apprehend, by an Act of the Imperial Parliament, there will be sufficient time for me to learn your sentiments on the subject, and to offer such further suggestions as further information or more matured consideration may appear to render advisable.

I respectfully submit, that the members of the Council, as it now exists, should be allowed to retain their legislative character, and that I should be permitted to recommend to Her Majesty such additional members as I may consider fit and proper persons for raising that body, in point of numbers, to the amount which Her Majesty may be pleased to assign to it. The several interests of the colony (and these are not limited to its trade and fisheries) might thus be duly represented in the Legislative Council, and that body would then assume its proper constitutional character, as a separate branch of the Legislature, independent alike of the throne and the people.

I have thus endeavoured to possess your Lordship of the result of my own observations, and of the information derived from other sources, during the brief period of my residence in this island, and in doing this, I have endeavoured to divest that information of all tincture of local prejudice, and while applying to it whatever of practical experience I may have acquired in North American colonial affairs, I have assuredly not sought to bend facts or circumstances to any preconceived theory or previously formed opinions; on the contrary, should further experience induce me to alter any of the views which I have now presented to your Lordship, I shall not hesitate in frankly bringing such changes of opinion, with the grounds upon which they may rest, to your Lordship's early knowledge.

Bespeaking your utmost indulgence for this early exposition of my impressions in relation to this ancient, loyal and valuable appendage of the British Crown, and soliciting as early an intimation as may consist with your Lordship's convenience, as to how far the principles upon which my suggestions are based have your Lordship's concurrence, or otherwise,

I have, &c.  
(signed) *J. Harvey.*

*P. S.* Although I have forborne to place this report in the series of numbered despatches, in consequence of its being of a somewhat confidential nature, yet I should be happy to receive your Lordship's permission so to record it, should you see no objection.

(signed) *J. H.*

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— No. 2. —

(Confidential.)

EXTRACT of a DESPATCH from Lord *Stanley* to Governor Sir *John Harvey*, K.C.B., dated Downing-street, 19 November 1841.

No. 2.

Extract Despatch  
from Lord Stanley  
to Sir J. Harvey,  
19 Nov. 1841.

I HAVE had under my consideration your confidential despatch of the 6th of October, addressed to my predecessor, which, in compliance with your expressed wish, I have directed to be recorded in this department among the numbered despatches.

It affords me great satisfaction to learn that, so far as you had been able to form an opinion, the inhabitants of Newfoundland generally appeared unfeignedly loyal and firmly attached to British connexion; that political excitement was subsiding, and the internal prosperity of the colony, in reference to its trade and revenue, steadily upon the increase. In such circumstances, I regret that recent events should have imposed upon Her Majesty's late servants the necessity of directing the suspension of the representative and legislative privileges conferred upon the island in 1832; at the same time that I understand it to be your  
own



own opinion, as it seems to be that of most persons conversant with the state of affairs in Newfoundland, that it would be a hazardous experiment to call together a new House of Assembly without some modification of the existing constitution. Such modifications, if undertaken at all, can only be so by an Act of the Imperial Parliament; and my present purpose is, to invite your attention to the changes which you may be disposed to recommend, to some of which you advert in the despatch to which I am now replying. The alterations to which you seem disposed to direct the consideration of Her Majesty's Government are,—1. A qualification for members of the Assembly. 2. A subdivision of the electoral districts, with an increase of the number of members. 3. Simultaneous elections. 4. A slight modification in the qualification of electors. 5. A separation of the Legislative and Executive Councils.

So far as my attention has yet been called to the difficulties connected with the administration of the affairs of Newfoundland, they appear to me to arise mainly from three causes:—1st. The interference of the Roman Catholic priesthood with election matters, which has led to feelings of religious animosity previously unknown in the colony, and to scenes of a scandalous character, shocking to religious and well-disposed Roman Catholics. 2d. The undefined and exaggerated notions which the two Houses, and especially the House of Assembly, entertain of their peculiar rights and privileges; and 3dly. The conflicting interests of two great parties in the island, the resident and the mercantile portion of the community.

\* With respect to the first of these causes, I much doubt the efficacy of any legislative remedy consistent with the maintenance of those free institutions, the withdrawal of which, unless under circumstances of more urgent necessity than at present exist, I am not prepared to advise. Something may, perhaps, be done towards mitigating the evil by an increase of the qualification of the electors, so as to afford a more really independent constituency; but I am aware that this attempt is surrounded by great difficulties, arising out of the minute subdivision of property, the scattered character of the population (except in the great towns), and the absence of any considerable middle class between the opulent, or, at least, prosperous merchant, and the lowest class of occupiers. It is clear that these difficulties would be rather enhanced than diminished, if your suggestion be acted on, of increasing the numbers and narrowing the limits of the present electoral divisions. I must own I do not precisely understand the object with which this suggestion is made; but it is one upon which I should be glad to be favoured more at large with your views as to the object to be attained, and the details of the arrangement by which you think that it can be effected. From the migratory character of a great part of the population, I do not doubt that requiring two years' residence would increase the respectability of the constituent body; but you will oblige me by furnishing any details which you are able to procure, as to the extent of change which this regulation would produce, and also as to the effect upon the constituency which would result from raising the household franchise in towns to 5*l.*, or even 10*l.* Unless I am misinformed, it would be very difficult to establish an uniform franchise, with any considerable increase on the present amount, as in the country districts a very trifling increase would operate a very large disfranchisement, while the high rate of house-rent in St. John's would there leave the constituency, even at 10*l.*, not materially altered, unless some alteration were made with regard to the state of the law as to separate occupiers under one roof. The subject is one involving so much of detail, that I should be glad to receive from you such calculations as you may be able to give of the effects which would be produced, in different localities, by different alterations of the franchise, giving the present proportions of the constituency to the population, with the proportions which would subsist under the different modifications. You will also have the goodness to send me your scheme for a new division of the electoral districts, with the grounds on which you recommend it. A qualification for members of the Assembly, I think, is right in principle, and would probably have the effect of inducing a superior class of men to offer their services, and thus raise the tone and character of the Assembly.

There is, however, another change, of a more important character, to which you do not advert, and to which I am aware that many plausible objections may be urged, but from which, could it be introduced without creating great dissatisfaction, I conceive that much advantage would result,—I mean, the abandonment of the fancied analogy to the Imperial Parliament, and the union,

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in one chamber, of the representatives of the people, and the nominees of the Crown. I am strongly of opinion, that half the difficulty of governing small colonies arises out of the feuds and jealousies engendered by contests about the privileges of the two Houses, and the necessity in which the Crown finds itself of establishing a certain counterpoise to the democratic spirit in a separate Council, rather than in the body of a single legislative Assembly. I should be glad that you should consider, with reference to past events, the practicability of introducing such an alteration into the constitution of Newfoundland, and the effect of amalgamating the Council and Assembly, the members of the former being to the latter in a proportion of about two to three.

Whether with one chamber or with two, the Government will always have to contend with the difficulties arising out of the conflicting interests of two great classes of the community (independently of religious distinctions), the commercial and the resident class ; and although it may be true that, taken broadly, these interests must act and re-act upon each other, yet each will have separate objects to pursue, and separate views to promote, either by expenditure of public money or by imposition of public taxes. The former of these classes, up to a recent period, monopolized the power, as they possessed the whole capital of the island, which it was their avowed object to consider merely in the light of a fishing station. In pursuance of this policy, internal improvements were discouraged, and the island itself was looked upon as subservient to the interest of trade alone. The gradual increase of population has led to the formation of a rival interest, which has now obtained a large share of political power, which it desires, not unnaturally, to direct towards the furtherance of its own objects.

If the power of this resident interest predominate, as with a low qualification I apprehend it may in the House of Assembly, its objects will naturally be the expenditure of large sums of public money on the improvement of internal communications, and the increase of local advantages to be obtained by taxation upon the British merchant and British trade.

I am far from saying, that the object within reasonable bounds is not a legitimate and praiseworthy one ; but it is one which may easily be carried to an extreme, at least, as prejudicial as the opposite policy which has guided the mercantile class. The balance between these interests requires to be held with a steady hand by the executive.

I apprehend that the union of the two Houses would enable the Governor to hold this balance with comparative ease ; but I am certain that with this, among other objects, it will be necessary, in any modification of the constitution, to reserve to the Crown, as in England, and as recently in Canada, the exclusive right of originating all grants of public money. In the interval which must elapse before the Legislature can be again called together (more especially if you are decidedly of opinion that a summer sessions is impracticable), I shall hope to receive from you full information as to the state of the public revenue and expenditure, and of the objects to which you conceive that the former may be most advantageously applied. Your despatch, now before me, gives a more favourable report than I was prepared to receive of the capabilities of the island in point of soil and climate, which I shall rejoice to find that you are able to confirm upon further investigation. I shall receive with interest the further communications which you lead me to expect on these subjects ; and you may rely upon my cordial co-operation, and that of Her Majesty's Government, in any measures which may seem to hold out a reasonable prospect of developing and increasing the resources of the remote, but not unimportant portion of Her Majesty's dominions which is intrusted to your charge. Into these topics, on the present occasion, I shall decline to enter, my object having been to address myself to the subject of the political changes which it may be necessary to introduce into the constitution of the colony, and in which I shall hope to receive, at your earliest convenience, such further and more detailed reports as longer experience and mature consideration may enable you to furnish.

I had almost omitted to say that if the colony will supply materials, I should approve of your proposed separation of the executive and legislative functions, and of the mode which you suggest for the constitution of the executive Council.

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## PAPERS RELATING TO NEWFOUNDLAND.

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—No. 3.—

EXTRACT of a DESPATCH from Governor Sir *John Harvey*, K.C.B., to Lord *Stanley*, dated Government House, Newfoundland, 21 December 1841.

WITH reference to one of the concluding paragraphs of my confidential despatch of the 6th October, I have now the honour to invite your Lordship's attention to the following observations:—

Having since the date of that despatch seen some reason to apprehend that to find at present in this colony a sufficient number of persons of suitable respectability, intelligence and attainments, from which to construct a machinery of government and legislation so extensive as two Councils and an increased Assembly, may not be easy, if it be even practicable, I have turned my attention to the devising of some means of escape from this dilemma, without depriving the people of their elective franchise; in doing this, the suggestion contained in Lord Goderich's despatch, No. 15, of 27th July 1832, has naturally presented itself to my mind; and after having given it mature consideration, I am inclined to the opinion that a modification, or rather a slight extension of the plan therein suggested of uniting the Council and Assembly in one legislative body, might perhaps, with the addition of a Council of advice for the Governor, properly composed, constitute a form of government not unadapted to the present condition of this colony.

\* \* \* \* \*

I now proceed to Lord Goderich's suggestion, and to the adaptation of it to the actual circumstances of this colony; and in expressing my ideas on this point, I would merely submit that the number of ex-officio members of the General Assembly be somewhat increased, say from three to five. As an experimental measure, and one which might without difficulty or delay be carried into effect, I would propose that the Council thus composed should be united to the same number of representatives of the people to be chosen for the same electoral districts, as sat in the last House of Assembly,—the argument for the extension of the number of that body\* being considerably weakened, in my judgment, if not altogether destroyed by the addition which would be made to the numbers of the General Legislative Assembly by the nine members of the Legislative Council; the Assembly would then consist of twenty-four Members, of which fifteen would be chosen by the people,—a number sufficient to try the experiment, particularly as the Assembly would have power to increase its number by legislative enactment, so as to meet the increase of the population of the island.

—No. 4.—

(Confidential.)

EXTRACT of a DESPATCH from Governor Sir *John Harvey*, K.C.B., to Lord *Stanley*, dated Government House, Newfoundland, 23 December 1841.

I do myself the honour to acknowledge the receipt of your Lordship's despatch of the 19th ultimo, marked "Confidential," the contents of which shall receive my early and serious consideration and alteration. In the meantime, your Lordship will peruse, I trust with satisfaction, the modified suggestion which I have been induced to place before you in a confidential despatch, written a short time previous to the receipt of that from your Lordship, which I have now before me, relative to the union of the Council and Assembly, in one legislative body; to that despatch, therefore, written in anticipation of the arrival of the mail packet, whose almost immediate return leaves no time to do more than acknowledge communications I have the honour to refer.

\* To obtain a sufficient quorum, and thus to guard against (what has already occurred) the control of the public purse, and, in some respects, the management of public affairs falling into the hands of a few members of the Assembly at the close of a session.

No. 3.

Extract Despatch  
from Sir J. Harvey  
to Lord Stanley,  
21 Dec. 1841.

For Lord Goderich's Despatch,  
27 July 1832, vide  
Papers ordered by  
the House of  
Commons to be  
printed, 7 August  
1832, No. 704.

No. 4.

Extract Despatch  
from Sir J. Harvey  
to Lord Stanley,  
23 Dec. 1841.

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—No. 5.—

(Confidential.)

No. 5.

Extract Despatch  
from Sir J. Harvey  
to Lord Stanley.  
10 Jan. 1842.

EXTRACT of a DESPATCH from Governor Sir *John Harvey*, K.C.B., to Lord *Stanley*, dated Government House, St. John's, Newfoundland, 10 January 1842.

WITH reference to your Lordship's despatch of the 19th November, marked "Confidential," I now proceed to place before your Lordship some further observations and information explanatory of the views which I had the honour to present to you in my confidential report of the 6th October 1841.

*Qualification of Voters.*

I am of opinion that to require any rent qualification whatever, or any property one, beyond perhaps the lowest value of a log hut (say 40s.), and that, in fact, can scarcely be regarded as the property of the squatter, from being erected on ground to which he can have acquired no other title than such as an unauthorized occupancy may be considered conferring upon him, would operate a very extensive disfranchisement in the country districts, without at all improving, or indeed materially changing, the description of voters; and with regard to the towns, the qualifications being already restricted by an Act of the local legislature to one person in each house, viz., him by whom the rent is paid, no further provision would appear to be required upon this subject. At the same time I would observe, that if a rent qualification of, say 5*l.*, in towns, be considered desirable, and could be confined to the towns, I do not think, for the reason which I have just assigned, that it would produce any material diminution in the number of voters, although it certainly would, if extended to the district in which those towns are situated; this effect, however, might be guarded against by an alteration in the electoral divisions.

The class of emigrants which I understand is in the habit of resorting to this island may be described as being of a transitory, unsettled, experimental character, a considerable proportion of it passing onwards into some of the other colonies of British America, or into the United States, after having tried the fisheries as servants or labourers for a single season, and not relishing the pursuit, which is one of considerable hardship, but having through it acquired the means of proceeding onwards. This class, having no settled interest in the colony, should be excluded from the constituency; but after a residence in the island of full two years, by which a pledge is in some measure afforded of a disposition to adopt the island as a future abode, the object of the government and of the legislature should then, I conceive, be to encourage and confirm that disposition, by conferring upon such persons the elective franchise. Again, with reference to a rent or property qualification as regards the inhabitants of the country districts, I am inclined to think that considerable difficulty might be found to exist (even if the government was ready in all cases to confirm the squatters in the occupation of their lots) from the circumstance of their not having been regularly surveyed. Perhaps the quickest and simplest mode of escape from this difficulty might be, to institute a scrutiny into the fact of the continued occupation of their lots for two complete years, and then to allow the establishment of that fact not only to confer upon the occupant a claim to the elective franchise, but also a title to the ground in his actual occupation, and consequently to the improvements which he may have made upon it. Such an arrangement would not be attended with any material difficulties.

From the constituency, both in towns and the country, should certainly be excluded, if practicable, paupers, individuals receiving public charity for themselves or their families, and persons of notorious bad character, or such as may have been convicted of any offence of a deeply criminal character.

With these observations and explanations, I beg to renew my recommendation that the qualifications for voters for members of the popular branch of the legislature in Newfoundland be not for the present raised beyond two years' continued residence in the island. This recommendation refers, of course, only to British subjects.

*Qualification of Members.*

With regard to the qualification of the members of the Assembly, I have found no reason to alter, but many to induce me to adhere to, my former suggestions on  
this



this subject ; I allude to the concurrent opinions of individuals, considered as among the best-informed and most moderate of every creed and party, in favour of the sufficiency of the qualification suggested in my despatch of 6 October; viz., the possession of 500 *l.* clear of all debts, or 100 *l.* per annum.

NEWFOUNDLAND.

*Money Grants.*

Whether derived from that fiction of the constitution by which the Sovereign is supposed to be vested with all the property of the realm, or merely from parliamentary usage, the rights of the Crown to originate all money grants must surely be regarded as still less equivocal in the colonies than even in the parent state, inasmuch as that the former can possess no other revenues than such as are derived from a voluntary surrender by the Crown, on certain conditions, for the benefit of Her Majesty's loyal subjects, either of the Crown estates, or of imposts levied on Her Majesty's subjects in Her Majesty's name, by Her authority, and for Her service. In graciously conferring upon these colonies a form of constitution as nearly analagous to that of the parent state as their actual condition will admit of, Her Majesty has not, I conceive, intended to divest Herself of Her undoubted right to prescribe in what mode the privilege of appropriating the public monies which is thus conferred upon them shall be exercised; and it has accordingly become the established usage, sanctioned by the Crown, that each branch of the General Assembly of each province shall be enabled freely to exercise its separate and independent judgment, not only upon the expediency and amount of every vote of supply in aid of the public service, but on every item of which such vote may consist. This is effected either by the introduction in the Assembly of separate Bills for each separate branch of the public service, or by a series of separate resolutions (ultimately embodied in any appropriation or supply Bill), to all of which the concurrence of the Legislative Council is essential. No private money bills or petitions for relief are ever entertained by the Speaker of the House, or the chairman of any committee of supply, without the permission of The Queen's representative having been previously obtained.

This practice has been cheerfully acquiesced in by the Assemblies of the provinces with which I have been connected, and has, as respects these provinces, been productive of legislative harmony and general satisfaction; and I shall accordingly deem it to consist with my duty to urge upon the Assembly of this island the necessity of assenting to a similar course of proceeding, or of leaving to the local government the originating of all money grants, to be separately discussed and concurred in by both branches of the legislature.

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MEMORANDUM of Acts which have expired, or will expire, before 1 July 1842,  
and of Services requiring to be provided for.

- |  |   |  |
|--|---|--|
| <ol style="list-style-type: none"> <li>1. Revenue Bill ; will expire 30 June 1842.</li> <li>2. Education Act.</li> <li>3. Road ditto.</li> <li>4. Relief of Pauper.</li> <li>5. Contingent Expenses.</li> <li>6. Bounty on Whale Fishing.</li> </ol> | } | No provision existing for any of these important services. |
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NEWFOUNDLAND.

— No. 6. —

(Confidential.)

EXTRACT of a DESPATCH from Governor Sir *John Harvey*, K.C.B., to Lord *Stanley*, dated Government House, St. John's, Newfoundland, 11 February 1842.

No. 6.

Nos. 1 to 5.

THE documents which I have the honour herewith to transmit have been placed before me by the provincial secretary, since the transmission of my despatches by the "Gazelle," on the 7th instant. They embody the opinions, deliberately and advisedly given, of five highly respectable individuals, in the form of answers to a few queries, which were sent to them by my directions, upon the subject of the modifications which it may be deemed advisable to introduce into the representative constitution of this island; and I invite your Lordship's attention to them with the greater satisfaction from the consideration that, proceeding as they do from parties of diametrically opposite political opinions, they will, nevertheless, I think, be found to be substantially in accordance with the views and suggestions which I have considered it to consist with my duty to submit to your Lordship in former communications.

## Enclosures in No. 6.

Encl. in No. 6.

ABSTRACT of the Contents of the Enclosures of Sir *John Harvey's* Despatch of 11 February 1842.

Opinions as to a rent or property qualification for voters;

\_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_, for a household qualification, with a system of rigid registration.

\_\_\_\_\_, rental of 10*l.* in St. John's, and 5*l.* in the out-ports, or a 40*s.* freehold, and in either case two years' residence.

\_\_\_\_\_, 5*l.* rental, 12 months' occupancy of a house, and two years' residence in district.

as to the qualifications for members;

\_\_\_\_\_, freehold of 25*l.*, or rental of 50*l.* per annum, or 400*l.* in property of any description.

\_\_\_\_\_, qualification of Canada (500*l.* real property).

\_\_\_\_\_ does not consider further qualification necessary, but, if any, suggests 1,000*l.* sterling, free of incumbrances.

\_\_\_\_\_, income of 100*l.* per annum, or 2,000*l.* over and above debts.

\_\_\_\_\_, 100*l.* per annum from property or office.

as to the increase of districts and members.

\_\_\_\_\_, no increase of districts, but double the number of members for each district.

\_\_\_\_\_, towns possessing 2,000 inhabitants to return one member, 5,000 and upwards, two members, in addition to the present members.

\_\_\_\_\_ recommends that Conception Bay be divided into four districts, and every district whose population shall exceed 5,000, now returning one member, to return two.

\_\_\_\_\_ recommends 25 members, and sub-division of electoral districts.

\_\_\_\_\_, sub-division of electoral districts and increase of members, but no number named.

## QUESTIONS proposed by his Excellency the Governor.

## VOTERS.

1. WHAT would be the effect, in your opinion, of a rent or a property qualification for voters; what its advantages, and what its objections; and to what extent would it operate disfranchisement in the towns and in the country districts respectively; and if you are favourable to it, at what rate would you fix it?

Calculations as to the probable numbers who would be disfranchised by a qualification of, say 5*l.* to 10*l.* rent in St. John's, and 40*s.* in the country districts, would be acceptable.

2. What are the qualifications for voters which you would suggest, upon the most moderate scale which may accord with your ideas?

3. Do you recommend any increase in the number of electoral districts and of members; and, if so, upon what grounds; and by what means would you propose to effect such increase?

4. What is the minimum amount of qualification which you would recommend for a member of the Assembly?

ANSWERS



## PAPERS RELATING TO NEWFOUNDLAND.

11

ANSWERS to the QUESTIONS proposed by his Excellency the Governor.

NEWFOUNDLAND.

No. 1.

Sir,

St. John's, 29 January 1842.

I HAVE the honour to acknowledge the receipt of your letter of the 24th instant, accompanied by certain heads of inquiries, conveying at the same time his Excellency the Governor's wish that I should answer the questions therein contained.

After giving the subject all the consideration in my power, I beg respectfully to say, first, with regard to voters, that it may be laid down as a general proposition, that a household franchise is most suitable to the peculiar circumstances of the inhabitants of this colony.

Under this circumstance, it is my opinion, that a rent or property qualification, to supersede the present unlimited system of household suffrage, would, in effect, 'disfranchise a large portion of the inhabitants.

In framing a ground-work for a Representative Assembly in Newfoundland, it should always be kept in view that a great portion of the inhabitants are employed in the fisheries, many of whom, in the possession of property in boats, craft and tackle to a considerable amount, occupy such a description of houses as would be difficult to place a value upon in the form of rent or otherwise. Many of these persons move, in the summer or fishing season, to the Labrador and other distant parts of the colony, for the convenience of carrying on the fisheries, leaving their houses vacant until they return in the fall; others reside in small houses adjoining their fishing stages; for these fishermen's houses the occupiers pay no rent.

A rental qualification of 10 *l.* in St. John's, would have the effect of preventing a large portion of the householders from voting, particularly fishermen, who occupy tenements, paying a rent of from 5 *l.* to 8 *l.* per annum, in the back streets of the town. A rent of 5 *l.* and upwards would, in my opinion, comprehend the whole of the householders, with very few exceptions; under a rental of 5 *l.* per annum, few, if any, of the householders of St. John's would be debarred from voting.

It may be said that a rental qualification of 40*s.* in the towns of Harbour Grace, Carbonear, Brigus, Trinity, Bonavista, Burin, Bay Bulls, Placentia, Trepassey, and other outports, would have the effect of disfranchising the principal part of the householders in these places who are exclusively engaged in the fisheries.

The residents in the country districts, both in the neighbourhood of St. John's and in all other outports of the island, who have cleared land and turned their attention to agricultural pursuits, would be entitled to be classed as freeholders of from 40*s.* to 50*l.*, provided their present title, that of occupancy, be confirmed by the Crown.

Persons coming under this description are rapidly increasing, and in a few years will form a decided majority of the householders and freeholders throughout the island.

Under these circumstances, it is that most valuable portion of the inhabitants who are exclusively engaged in the fisheries that would be affected by rent or property qualifications; and it is merely to secure to them their just portion of political rights that I am decidedly averse to any but a simple household franchise. There could be no reasonable objection to the term of occupancy being extended to two years instead of one, the present limit.

To a rental or property qualification for voters may also be objected the difficulty of establishing under it a suitable system of registration; the town would have to be separated from the country districts; there would be various classes of voters; the legal machinery to put the system into operation would be both complex and expensive, and quite unsuited to the present circumstances of the country.

In reply to the second head of inquiries, I cannot, for the reasons already stated, suggest any amount for a rent or property qualification for voters.

In reply to the third head, I have to say, that I would not recommend any increase in the number of electoral districts. I do think the divisions made on the promulgation of the royal charter, and under the proclamation of his Excellency Sir Thomas Cochrane, are the best that can be made. A subdivision almost in any way that could be contemplated, giving certain portions of the various districts the right of electing members, would be open to the objection made against the old small borough system. The objections to the present extent of electoral districts would have been effectually remedied by the Election Bill of last session, had it passed into a law. By that Act polling places were to be established in the most convenient positions; the voting was to be simultaneous; every voter would have an opportunity of exercising his franchise in his own immediate neighbourhood.

Instead of increasing the number of districts, I would recommend an election law in principle similar to the Bill that passed the House of Assembly in the last session.

As respects an increase in the number of representatives, I strongly recommend it. The present number of 15 are not adequate to the discharge of the public business. Under the present system, the Speaker and five other members form a quorum; notwithstanding, they had frequently to adjourn for want of a sufficient number. I could, from my own experience in the House, adduce many other reasons for an increase; the necessity of it is so obvious, and so universally admitted, that I consider it unnecessary to urge further arguments in support of an increase. The mode I would recommend would be, to double the number in each of the electoral districts. Thirty members would, in my opinion, give a fair proportion of representatives to all parts of the island.

On the subject of the fourth and last head of inquiry, the *minimum* amount of qualification for a member of the House of Assembly, if it should be decided that a property qualification be necessary, I must say that it should not exceed a freehold of 25 *l.*, a rental of 50 *l.*, or the possession of chattel property to the amount of 400 *l.*; a qualification somewhat similar to

NEWFOUNDLAND. that adopted in the corporations of the provincial towns in England and Ireland under the new Corporation Acts.

In proposing a property qualification, I am influenced more out of deference to certain respectable and influential classes of the community than from any opinion of my own of the necessity of such a test. If the number of the House of Assembly were increased, and some defined and constitutional control adopted over the initiation of all money votes, I do think that the selection of fit and proper persons to represent the various interests of the colony might safely be left to the householders throughout the island, and without any other limitation than is contained in the present charter.

I hope it may not be considered presumptuous in me to state, in conclusion, my humble opinion, that if the present constitution, so generously and liberally granted by his late Majesty, has not been found to answer the expectations formed at the commencement, the fault does not lie in the constitution.

The framers of it displayed great knowledge of the peculiar state of the colony, and, under all the circumstances, it was well calculated to promote the object contemplated.

The difficulties which it would have to encounter in its working were clearly pointed out in the profound and eloquent despatch of Lord Viscount Goderich, transmitting his Majesty's royal authority to Sir Thomas Cochrane to convene a General Assembly in Newfoundland.

I have, &c.

\* \* \*

#### VOTERS.

No. 2.

1. I CONSIDER, in the present state of Newfoundland, a property qualification impracticable and unjust; it would have the effect to disfranchise the greatest and best part of the population. In a moral and political point of view, I consider household suffrage the best that has yet been discovered. A householder is, for the most part, a husband and a father, having a fixed locality; the peace of his community, the prosperity of his country, must be dear to him. The valuable boon bestowed by King William IV. of happy memory would be looked upon by the people as an unusual, an unmerited and unconstitutional withdrawal of a royal act of grace. The character of a householder ought to be clearly defined, and a rigid registration obtained.

2 & 3. A considerable addition to the number of members to the House of Assembly is necessary for the due performance of the increasing business of the colony; especial care, however, should be taken in the division of the electoral districts, that they do not lapse into close districts. The more diffused an electoral body, the candidate must calculate more for success on his fame and character than upon the force of his purse or the influence of family connexions. The towns ought to be incorporated, and the right to return members to the Assembly conceded to them; to a town possessing a population of 2,000 and upwards, one member; to a town possessing a population of 5,000 and upwards, two members.

4. The qualification as required by law for a member to the Canadian Parliament would be ample for a member to the Assembly of Newfoundland; the character and the independence of the Assembly would be enhanced by a similar law.

\* \* \* \*

I believe that the above regulations would be easily and most constitutionally effected by the local legislature.

\* \*

No. 3.

Sir,

St. John's, 8 February 1842.

I HAVE the honour to send you herewith my answers to the several interrogatories you transmitted to me by order of his Excellency the Governor. The documents appended, and to which my answers have reference, I have to request may not be made use of further than for the information of his Excellency, and that of Her Majesty's Government.

I have, &c.

\* \* \*

To the Hon. James Crowdy, &c. &c. &c.

1. I do not think that a rent or property qualification would be productive of much, if of any, practical advantage. Household suffrage, guarded by an efficient system of registry, together with simultaneous voting under a new division of the electoral districts, such as I recommended in my communication to the Right honourable Her Majesty's Principal Secretary of State for the Colonies, Lord John Russell, in July last, would, in my humble opinion, go far to render any other qualification unnecessary. Were no more than one person allowed to vote for one and the same house, that highly objectionable class of voters, lodgers and paupers, would be excluded. It is only in the principal towns, *e. g.*, Saint John's, Harbour Grace and Trinity, where property to any extent is held under a rental. In nearly all the other settlements the inhabitants occupy premises which have descended to them from their ancestors, or land which they have themselves redeemed from the wilderness, for which they pay no rent to the Crown, and on which they have built for the

the



the convenience of their families, and the purposes of the fishery. I would further remark, that such property is in a great degree valuable only so long as it be thus occupied, and that the annual rent of an ordinary house in St. John's would be almost equivalent to the full value of these freeholds, and in many instances much more. Thus it will be seen, that the rent-payers of St. John's are an equally respectable class of persons with those who term themselves freeholders in the smaller settlements; in fact, that these are the same class of persons.

A 10*l.* rent qualification at St. John's would exclude nearly all the labouring portion of the inhabitants, whilst a 5*l.* qualification would exclude but few.

2. If any rent qualification be adopted, I think 4*l.* sterling, or 5*l.* currency, would be the most satisfactory to the public; and it might be argued by those who are in favour of some such qualification, that it would in its tendency aid any other measure which might have for its object the exclusion of lodgers and paupers from the right of voting. It might also be desirable to adopt another and a distinct qualification for freehold property of the value of 5*l.* per annum in the district of St. John's, and 40*s.* per annum in the other electoral districts.

3. I do recommend an increase in the members, and also in the numbers of the electoral districts, for the reasons given in my communications to Lord John Russell, a copy of which I have the honour to send herewith.

4. I have strong doubts whether a property qualification would have the effect of securing a more respectable body of representatives. If the electors themselves be placed in a respectable and independent position, then there is but little danger to be apprehended from the choice they may make of their representatives. But if any property qualification be adopted, I think the sum of 1,000*l.* sterling, free of all incumbrances, would be the lowest amount at which it could be advantageously fixed.

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No. 4.

Sir,

St. John's, 4 February 1842.

THE questions which you have proposed to me are involved in so much difficulty (particularly as respect the qualifications of voters) that I am quite at a loss how to reply to them, with satisfaction to myself and utility to the public.

Having been one of those who first advocated a local legislature for Newfoundland, and indeed one of its most strenuous advocates, I am naturally led back to consider the terms on which such a boon was sought from the Parent Government, and I find that the petitioners asked for a legislature similar in all respects to that of Nova Scotia, in 1830, which had been found by experience to have worked well, and which I presume would have been satisfactory to all parties, if similar qualifications had been fixed at the commencement of our local government; but his Majesty's Government decided on making an experiment in Newfoundland widely differing from the constitution petitioned for; and this may have thrown a difficulty in the way of now returning to the model of Nova Scotia, which at the time would have been most acceptable, and would, in my opinion, have prevented in a great measure those heart-burnings and differences which have since distracted this once peaceful community.

I enclose my answers to the questions proposed by his Excellency.

The Hon. James Crowdy, &c. &c. &c.

I am &c.  
(signed) \* \* \* \*

*N. B.* "The qualifications for a vote or representation in Nova Scotia are either a yearly income of 40*s.* derived from real estate within the particular county or town for which the election is held, or a title in fee-simple of a dwelling-house and the ground on which it stands, or 100 acres of land, five of which must be under cultivation. It is requisite that the title be registered six months before the test of the writ, unless it be by descent or devise."—*Haliburton's History of Nova Scotia*, vol. ii., page 321.

1. A moderate rent or property qualification would, in my opinion, effect no change in the present constituency, as voters are now required to be male housekeepers, occupying a dwelling-house, as landlord or tenant, for one year, and few dwellings in Newfoundland would be valued at less than 5*l.* per year.

I think a 40*s.* freehold would be the best qualification, and the registration of the title-deeds would prevent disputes at the hustings; most persons resident in the outports possess such property; but as land in this colony generally sells for about 10 or 12 years' purchase, persons possessing but slender means might qualify themselves if they felt so inclined; voters should have some permanent holding in the colony.

Five pound to 10*l.* rent in St. John's, and 40*s.* in the country districts, would not, in my opinion, disfranchise any householder, as every tenant agrees, or would agree, for a rent to that extent.

2. Forty shilling freeholders, as in Nova Scotia; or if it be deemed requisite to extend the franchise to tenants, then 10*l.* rent in St. John's, and 5*l.* in the outports, with two years' residence in the district; this would not tend to disfranchise persons long resident, or who may be presumed to have sufficient local knowledge to form a correct judgment of the qualifications of candidates, but would merely throw out strangers and raw youngsters recently imported from England or Ireland.

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3. I recommend

NEWFOUNDLAND.]

3. I recommend the division of Conception Bay into four districts, in order that every class of Her Majesty's subjects may be fairly represented, which is not the case at present; and also that every other electoral district, whose population by the census of 1836 exceeds 5,000, and which now returns but one member, shall return two members to the General Assembly; and that all the votes be taken in one day, if practicable.

The division of Conception Bay to be as follows :—

- 1st. Bay de Verd to Salmon Cove inclusive.
- 2d. Thence to Spaniard's Bay inclusive.
- 3d. Thence to Cupid's inclusive.
- 4th. Thence to Topsail inclusive.

4. A clear annual income of 100*l.*, or personal property to the amount of 2,000*l.*, over and above the payment of all just debts to which the candidate must qualify by affidavit.

This latter qualification may appear high; but if it should at any time be the intention of Her Majesty's Government to nominate executive councillors from among the members of the Assembly, it must be absolutely requisite that such members should possess some considerable stake in the colony.

No. 5.

Sir,

St. John's, 27 January 1842.

I HAVE the honour to acknowledge the receipt of your note of the 24th instant, which I did not receive until yesterday, enclosing questions relative to voters, and qualification of members for this colony, and now respectfully enclose my answers thereto, which you will be pleased to lay before his Excellency the Governor.

I have, &amp;c.

The Hon. James Crowdy, &amp;c. &amp;c. &amp;c..

\* \* \*

1. I beg respectfully to state that the effect, in my opinion, of a rent or property qualification would be to prevent many persons who have hitherto been received as voters, and have had the occupation of a single room, as under-tenant, from voting at elections, as well as those who have occupied, during the fishing season, huts built for the accommodation of fishermen and shoremen during that period, and the occupation of a room as under-tenant in town, or from residence during the winter in a tilt in the woods, and in fishing-huts for twelve months previous to the time of election.

The advantages that would result from such a regulation or law would be to disfranchise many adventurers arriving from the mother country or the colonies, having no property or stake in this colony, and who have hitherto been allowed to vote from the occupation of a hut of nominal value in the woods, or a room as under-tenant in town.

The rate at which I should fix the qualification for a voter in the country would be 40*s.*, on proof of the voter holding property by grant or occupation previous to the year 1825, when the Imperial Government authorized his Majesty to grant waste lands, and having erected a house thereon, and cleared two acres of land of the same.

The qualification of a voter in this town being limited from 5*l.* to 10*l.* rent would have the effect of depriving many persons who have hitherto been allowed a vote as under-tenants in the dwelling-houses of their landlords, the sum paid by such tenants being from 3*l.* to 4*l.* per annum on an average; there are but few under-tenants in the country districts, and the number of landlords or tenants that would be disqualified in town would be inconsiderable, and but few in the outports or neighbourhood, should the qualification be fixed at 40*s.*

2. I would respectfully suggest that the qualification for a voter should be a residence for two years in the district in which he is to vote, and having occupied a house by himself for twelve months before the time of election, which, in my opinion, would have the effect of shutting out transient visitors; and as respects the rental of property, the payment of 5*l.* a year by a tenant, or the rating upon the dwelling-house of an occupant, owner of the same amount, should be a sufficient qualification; provided sub-tenants and tenants living in the same house with the landlord or tenant be disqualified from voting.

3. I would respectfully recommend an increase of members in the number of electoral districts, for the reason, that at present persons of influence in extensive districts, namely, clergymen, or a merchant supplying largely, may exert that influence in favour of a person of low degree, and entirely destitute of those legal acquirements necessary in a legislator, as was found to be the case in the last return of some members for this colony, which would not be likely to be the case if that district were divided, when the candidates and their qualifications would be better known to the voters generally than they can by possibility be under the present system; also, by increasing the number of electoral districts, and having the polling simultaneous, much of that influence would be lessened, as the votes would be given in the absence of those by whom they would otherwise be controlled.

4. The minimum amount of qualification, which I would respectfully recommend, would be an office of the yearly value of 100*l.* sterling, or property yielding or being valued at the same amount.

Many persons during the last election were allowed to vote in consequence of having lived in a tilt during the winter, in which they had no property (having no grant), and in fishing-huts in Loggy Bay during the summer.

Residence



Residence during the winter months, in a room in town, as sub-tenant, and occupation of a fisherman's hut during the summer, was also held to be a good vote. NEWFOUNDLAND.

The votes of such persons as above described were taken in my presence during the last election.

To enable me to form an opinion of the number of persons that may be disqualified from voting, I have had reference to the state of the poll at the last election for this district, by which it appears, that 239 unregistered votes were taken by the returning officer; and if joint-tenants, occupiers of huts in the woods, and transient persons, be deemed ineligible, I should estimate the reduction of votes, or disqualification of voters, to about 200, or at most 250.

STATE of the POLL at the Election in May 1840, compared with the Registry of Voters deposited in the Government-office, showing the Majority of legally-qualified Voters in favour of Mr. Douglas.

Mr. Douglas.		Mr. O'Brien.	
Registered Votes.	Votes not registered.	Registered Votes.	Votes not registered.
1,379	124	1,148	363
		Registered Voters.	
Mr. Douglas	- - - - -	-	1,379
Mr. O'Brien	- - - - -	-	1,148
Majority for Mr. Douglas		- - -	231
Number of Votes taken		- - - - -	3,014
Ditto - registered		- - - - -	2,775
		Not registered	- - - 239

By the Register for 1841, there are 114 joint tenants.

NEWFOUNDLAND.

P A P E R S

RELATING TO THE

PROPOSED CHANGES IN THE CONSTITUTION OF  
NEWFOUNDLAND.

(*Presented to Parliament by Command of Her Majesty.*)

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*Ordered, by The House of Commons, to be Printed,  
23 June 1842.*

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362.

*Under 3 oz.*



## NEWFOUNDLAND BILL.

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RETURN to an Address of the Honourable The House of Commons,  
dated 23 July 1842 ;—for,

COPY of so much of a DESPATCH from Major-general Sir *John Harvey* to  
Her Majesty's Secretary of State for the Colonies, dated the 24th day of June  
1842, as relates to the Bill for the Government of the Colony of *Newfoundland*.

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Colonial Office, Downing-street, }  
25 July 1842.

G. W. HOPE.

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(No. 22.)

EXTRACT of a DESPATCH from Governor Sir *John Harvey* to Lord *Stanley*,  
dated Government House, St. John's, Newfoundland, June 24th 1842.

WITH regard to the Bill which your Lordship has introduced into Parliament for the improvement (I use the word advisedly) of the constitution of this Island, I trust I may be allowed to express my hope that none of its provisions may undergo any material change in the course of its progress through the Legislature, as I am unable to perceive how they can be rendered more entirely applicable to the existing state of the colony ;—to the disorders which have heretofore attended the practical working of the representative constitution in this Island, they appear to me to offer a thorough remedy, and therefore to hold out the prospect of rendering the future administration of its affairs easy and satisfactory, both as respects the Government and the people. The only point which I would venture to urge upon your Lordship, in reference to this measure, is, the importance to the interests of this colony of my receiving the Bill, and the Instructions to be grounded upon it, at as early a period as may be practicable.

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NEWFOUNDLAND BILL.

COPY of so much of a DESPATCH from Major-General Sir *John Harvey* to Her Majesty's Secretary of State for the Colonies, dated the 24th June 1842, as relates to the Bill for the Government of the Colony of *Newfoundland*.

(*Lord Stanley.*)

Ordered, by The House of Commons, to be Printed,  
25 July 1842.



## PRINCE EDWARD ISLAND.

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RETURN to an Address of the Honourable The House of Commons,  
dated 5 July 1842.

COPIES of the PETITION and MEMORIAL of the LEGISLATIVE COUNCIL and ASSEMBLY of Her Majesty's Island of *Prince Edward*, in February 1842, to HER MAJESTY, praying for the Admission of Corn and other Produce of that Colony into *Great Britain* free; together with a Copy of the DESPATCH from the LIEUTENANT-GOVERNOR forwarding that Petition:—Of PETITION from the HOUSE of ASSEMBLY of *Prince Edward Island* to HER MAJESTY, in April last, for the Settlement of LAND TENURES in that Island; and, also, a Copy of the RESOLUTIONS accompanying the said Petition:—Of the DESPATCHES from Lord *John Russell*, Nos. 57 and 58, dated the 25th and 28th June 1841, in Answer to the Address of the HOUSE of ASSEMBLY, relating to the state of the Colony, and COUNTER RESOLUTIONS of the LEGISLATIVE COUNCIL on the same subject; and, also, Copy of the DESPATCH from Lord *John Russell*, No. 62, dated the 26th day of July 1841, in Answer to the Address of the HOUSE of ASSEMBLY to The QUEEN, in reference to the Price and the Disposal of the Crown Lands of this Colony to actual Settlers.

Colonial Office, }  
29 July 1842. }

G. W. HOPE.

(*Mr. Hume.*)

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*Ordered, by The House of Commons, to be Printed,*  
29 July 1842.

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SCHEDULE.

No.	DATE.	SUBJECT.	PAGE.
1. Sir H. V. Huntley to Lord Stanley.	18 Mar. 1842	Enclosing Address to The Queen from the Legislature of Prince Edward Island, for the admission of Corn, the Produce of that Colony, into Great Britain, Duty Free; also, Report of the Central Agricultural Society - - - -	3
2. Lord Stanley to Sir H. V. Huntley.	27 May 1842	Acknowledging preceding Despatch - -	9
3. Sir C. A. Fitzroy to Lord John Russell.	4 May 1841	Enclosing Resolutions and Petition of the House of Assembly of Prince Edward Island, relative to the Settlement of Land Tenures in that Island - - - -	10
4. Sir C. A. Fitzroy to Lord John Russell.	5 May 1841	Opinion on the Question of Land Tenures -	23
5. Lord John Russell to Sir C. A. Fitzroy.	25 June 1841	Acknowledging preceding Despatch - -	25
6. Lord John Russell to Sir C. A. Fitzroy.	28 June 1841	Ditto - - Despatch 4 May 1841 -	25
7. Sir C. A. Fitzroy to Lord John Russell.	4 May 1841	Enclosing Address to The Queen from the House of Assembly of Prince Edward Island, complaining of the High Price set on Crown Lands - - - -	26
8. Lord John Russell to Sir C. A. Fitzroy.	26 July 1841	Acknowledges preceding Despatch - -	27
9. Sir H. V. Huntley to Lord Stanley.	22 May 1842	Enclosing Resolutions and Petition of the House of Assembly of Prince Edward Island, relative to the Settlement of Land Tenures in that Island - - - -	28
10. Sir H. V. Huntley to Lord Stanley.	22 May 1842	Enclosing Petition of the House of Assembly of Prince Edward Island, relative to the Tenure of Land; also, Resolutions of the Legislative Council - - - -	43
11. Lord Stanley to Sir H. V. Huntley.	14 July 1842	Acknowledges two preceding Despatches -	44
12. Sir H. V. Huntley to Lord Stanley.	13 June 1842	Enclosing Letter from the Speaker of the House of Assembly of Prince Edward Island, relative to an Error in the Petition to the House of Commons - - - -	45
13. Sir H. V. Huntley to Lord Stanley.	16 July 1842	Enclosing Letter from the Clerk of the House of Assembly, explaining discrepancy between the Manuscript and printed Petitions to the House of Commons - - - -	47



## PRINCE EDWARD ISLAND.

— No. 1. —

(No. 21.)

EXTRACT of a DESPATCH from Lieutenant-governor Sir *Henry Vere Huntley* to Lord *Stanley*, dated Government House, Prince Edward Island, 18 March 1842.

I HAVE the honour to transmit the enclosed, being a joint Address from the two Houses of Legislature here, to Her Majesty the Queen, upon the subject of the admission of corn grown in the colony, duty free, into the ports of Great Britain.

I feel it my duty to forward to your Lordship the report issued this year by the "Central Agricultural Society" of this island; it stands in opposition to the inference to be justly drawn from the expression in the Address respecting a "sufficient market."

PRINCE EDWARD  
ISLAND.

No. 1.

Extract Despatch  
from Lieut.-gov.  
Sir H. V. Huntley  
to Lord Stanley,  
18 March 1842.

Enclosure 1, in No. 1.

To The QUEEN's most Excellent Majesty.

May it please Your Majesty,

WE, Your Majesty's dutiful and loyal subjects, the Legislative Council and Assembly of the island Prince Edward, in Colonial Parliament assembled, beg to approach Your throne with the humble request, that You will cause to be taken into consideration the situation of this island in relation to its agriculture.

Dependent, in common with our fellow subjects in this colony, exclusively on the cultivation of the soil for our maintenance, without a sufficient market for our surplus produce, we can never hope to attain at any thing like prosperity; and we feel, that whilst we import British manufactures to a large amount, that, if the ports of Great Britain were open to the importation of our corn, unrestricted by any duties, that our condition would be so much ameliorated, that the unemployed population of the mother country would find their way to this and the neighbouring colonies, in numbers affording relief to the agricultural and other districts of Great Britain of a value quite commensurate with any loss that by possibility might be sustained by the competition in the home markets of corn the produce of these colonies; and thus a reciprocal advantage might be derived to both Great Britain and this colony.

Relying on Your Majesty's known solicitude for all parts of Your empire, we beg to lay this our prayer at the foot of Your august throne, on the granting of which our prosperity so much depends.

And we shall, as in duty bound, ever pray.

Council Chamber, 18 February 1842.

*John Brecken*, President.

House of Assembly, 18 February 1842.

*Wm Cooper*, Speaker.

Encl. 1, in No. 1.

Enclosure 2, in No. 1.

CENTRAL AGRICULTURAL SOCIETY'S REPORT, Charlotte-town, 5th January 1842.

The Annual General Meeting of the CENTRAL AGRICULTURAL SOCIETY was held at the Wellington Hotel, on Wednesday Evening last, the 5th instant, at Six o'clock; the Honourable *John S. Macdonald*, President of the Society, in the Chair.

THE Secretary stated, that he had been directed by the committee to lay before the meeting the following report of their proceedings during the past year, which, on motion, was then read.

### REPORT.

During the fifteen years this society has been labouring to awaken earnest attention on the part of the colonial farmer to his formerly almost entirely neglected but all-important calling—the cultivation of the earth—various and great, although little noticed, has been the progress of agricultural knowledge, and consequent augmentation of the productions of the soil. But yet, how far are we from the manhood of knowledge—very far from the maximum returns our very fertile and admirably adapted soil may be made capable of producing, to reward the cultivator of information, experience and enlarged industry.

506.

Your

Encl. 2, in No. 1.

PRINCE EDWARD  
ISLAND.

Your committee hope there may be scientific branches attached to this practical branch for promoting agriculture—that the rural population may yet benefit by the lectures of a professor of agricultural chemistry—by access to agricultural libraries, furnished with condensed manuals of all the important divisions of science which affect the well-being of the truly scientific, but difficult and intricate pursuits of the farmer.

Your committee, on reviewing the past, must express their grateful feelings that the representatives of the Sovereign in this island, alive to its chief interest, have uniformly patronised this society, and the objects for which it was instituted. Happily for the farmer, it commenced under the auspices of a gentleman, who, though not a practical man himself, appeared devotedly attached to farming, and might be more susceptible of praise on this score than any other.

The society has lately lost a patron, who, by his importations of stock, his example, and urbane respondings to the various calls made on him by the agricultural interest, has a strong claim on the grateful remembrances and hearty good wishes of the farmer.

But we have to express our congratulations to the society, and our joy that the present representative of our truly good and gracious Queen has unequivocally expressed his sense of the importance of the plough to the prosperity of this beautiful colony. May we not expect much from a gentleman who spent his earliest years in a fertile district, having, on one hand, the famed vale of Berkeley—its deep, rich meadows producing vast crops of hay, and great abundance of the noted double Gloucester cheese, with cider of superior strength and excellence; on the other hand, the now productive Cotswold Hills, whose soil, a poor stone-brash, was deemed, at no very remote period, of little value, but, assisted by the sheep husbandry and sainfoin grass, has become famed for capital returns of corn, and great capability of maintaining and fattening vast flocks of improved sheep, &c.

It has been well observed, that the greater part of remarkable improvements in agriculture have emanated from persons not regularly bred to the calling. When a man displays energy, decision and superior talent in his own profession, it may be expected that, should agriculture become the object of his attention, the science will profit by the application of his matured mind.

In retrospection of the past season, your committee express much thankfulness that, while neighbouring countries and our father-land have suffered a diminution of many of the productions of the earth, our own favoured garden-spot has maintained about an average increase, enabling us to dispose of our surplus blessings to our less favoured neighbours. A dry seed-time was succeeded by seasonable rains in June, which carried out the hay to a fair crop; and although the latter part of the season was also dry, the retentive nature of the sub-soil, and the friable condition of the surface, enabled vegetation to perfect its productions, which were well secured in favourable harvest weather.

In regard to our present position and future prospects, your committee discern abundant cause for congratulation. Whilst great commercial and manufacturing countries—most probably from over-production and over-trading—are greatly convulsed in their credit and monetary concerns, this colony stands exempt from such baneful fluctuations. We hear of the storm that is desolating the commercial world, but are mercifully preserved from its ravages—the steady returns of the soil enabling the settler to meet the demands of the merchant, who is thereby placed in a situation to sustain his credit. Here the poor man can support himself, and make continual advances toward independence; whilst the emigrant, with capital or income, may not only employ himself pleasantly, usefully and profitably, but may possess himself of comforts and luxuries sufficient to render life pleasant in any country.

Our future prospects are cheering, and show, that while the culture of the earth is the most happy, independent, rational, natural employment of man, the productions of the soil are the safest staples he can produce or traffic in.

Inquiries for our produce multiply. Our markets increase.\* One vessel which arrived late in the season, from Boston, carried away 7,280 bushels of oats, which she obtained at the Queen's Wharf, and completed her loading in the unprecedentedly short period of six days, thus showing the great advantages resulting from the use of threshing machines, as that large amount of grain was threshed out during the six days. Your committee view the increase of those labour-saving machines with much satisfaction.

Another vessel is expected at Three Rivers, from Britain, when the navigation opens to take back a cargo of oats, which are said to be in request in the London market for seed! Barley is sought for in the United States, &c. &c. Ship-building, at present, does not now wear a very prosperous aspect, nor lumbering. The decline of these may induce farmers in general to devote more of their time to the improvement of farming.

During the past year many very respectable persons have come among us to enrich us by their intellectual attainments, by investing their capital, or spending their income. We have room for a great many more; and your committee would rejoice to witness the tide of emigration, of emigrants of a superior class, set in more abundantly to the shores of this island.

Two thousand emigrants have arrived at Charlotte-town during the past season; others at different ports.

During the past year a census and statistical account of the whole island was taken, under the provisions of an Act of the Legislature; but as these interesting documents have not been officially published, your committee have no particular observations to offer on the subject.

The

\* This is in opposition to the statement of the Address upon the subject of "sufficient markets and prosperity."



The value of land has greatly risen, making it manifest that the powers of the soil are becoming more known and better appreciated; while the acknowledged salubrity of its climate, cheapness of provisions, improved society, means of education, and facilities for enjoying the privileges of public worship, render Prince Edward Island increasingly desirable to the man or family who may desire a social retirement from the busy world, or seek to repair their health or renew their constitution. Hundreds of British farmers, too, men respectable and desirable, would joyfully come here and invest the remnant of their diminished capitals, were the colony made more publicly known in Britain.

PRINCE EDWARD  
ISLAND.

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Your committee regret to observe how small a degree of public interest the grain show, the cattle show and the fair appeared generally to excite. It has been remarked that farmers bring their worst stock to the fairs! This may do among ourselves; but if fairs are to be what they were intended, marts for the disposal of our surplus stock to strangers from the other provinces, the end and object cannot be answered by exhibiting the refuse of our cattle, which must give the transient observer a very inadequate and erroneous conception of the average quality of our live stock; but although fairs, at present, are used to display horse jockeying in a large latitude, chiefly in the exchange of animals, by which both parties are taken in, the time cannot be distant when public exhibitions of various rural productions and stock, as well as fairs, must exercise their intended beneficial influence in promoting the general advancement of the great object of our attention.

The improved stock which has been and will be introduced must give farmers more correct notions of the just and desirable proportions of animals, technically called "points," and lead them to breed from the truest forms.

Nothing would tend more to an improved quality of our grain than a regular and steady trade in oats, &c., to Britain. The merchant or purchaser would then be obliged to keep a machine, and winnow every parcel of grain when delivered to him. He should also fix a price for the standard weight of 36 lbs. per bushel, allowing a certain advance for weight above the standard required by law, and deducting for deficiencies.

As labour in all new countries must be higher in comparison with the price of land and its productions, it is matter of desire that there may be yet invented a *more simple power* to drive or propel the different machines the farmer has so great an occasion to make use of, to lessen the cost of labour, save his fodder, and expedite many of his most important operations.

Mr. Gurney may remember our requirements in this case; and it is much to be desired that this gentleman will bring out the necessary apparatus for dyeing, fulling and dressing our home-made cloths, if not power-looms. What a reflection on the public spirit of the colonists, that a population of nearly 50,000 souls, possessing so large a number of sheep, should be obliged to send their cloth to a neighbouring colony to get finished; and, after being kept out of it many months, have to deplore that it might have been equally well prepared by the old family process.

Your committee rejoice that a society has recently been formed in Charlotte-town, under the auspices of his Excellency Sir Henry Vere Huntley, for the express purpose of encouraging the domestic manufactures of the country, especially that of cloth. And your committee are informed, it is the intention of that body to make this society the medium of carrying their objects into effect, by offering liberal premiums for the production of the best article.

Your committee, in this report, may have travelled over ground previously occupied, but they take leave to say that there are many subjects vitally affecting the steady and encouraging progress of agriculture which require to be enforced on the minds of the cultivators of the soil, "with line upon line, and precept upon precept."

The subject of live fences, compost and draining might have been enforced; and your committee would not have deemed themselves out of the path of duty had they glanced at the fisheries.

We hear a complaint of the great abundance of *unemployed* British capital, and must express astonishment that so great and culpable supineness has been shown to the unequalled advantages of Prince Edward Island as a grand fishery station. The productiveness of the soil could support a large amount of persons, who might be engaged in fishing, manufactures and commerce. We have timber to construct vessels, and a beautiful expanse of waters surrounding our happy isle, teeming with riches, which are appropriated by our more enterprising neighbours, who jeer at, while they profit by our unaccountable remissness. The complaint is, that there are no openings for the profitable investment of capital—surely then there has been a great general as well as individual want of patriotism in failing to make known the real advantages of this colony for fishing or other enterprise. Will it be credited in other countries, that an island, well peopled and so situated, should purchase the fish it consumes!!!

At the last general meeting of the society, there was one particular object to which the attention of the committee was directed; viz. to apply to the Colonial Legislature for a grant of money to defray the expense of importing live stock from the mother country. In conformity with those instructions, your committee memorialized the late Lieutenant-governor, setting forth the great benefits that would result to the colony by the importation of such live stock. His Excellency Sir Charles A. Fitzroy was pleased to recommend the prayer of the memorial to the favourable consideration of the House of Assembly; that body accordingly granted 150*l.* for that purpose; viz. 50*l.* to the Prince-town Agricultural Society, and 100*l.* to the central board; subject to the condition contained in the following clause of the Appropriation Bill, passed in the last session.

506.

"And



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PRINCE EDWARD  
ISLAND.

“ And a further sum of 50*l.* to William Bearisto, president of the Prince-town Agricultural Society, for the importation of live stock, under the direction of the several agricultural societies in Prince County; and that the same be sold at public auction, to the highest bidder, for the benefit of the said societies, as near the centre of the county as possible.

“ And a further sum of 100*l.* to the Central Agricultural Society, to cover any loss on the importation of such denomination of live stock as may be by a majority of the committee of the said society, in conjunction with two members from the committee of each district society, now established in Queen’s and King’s Counties; which stock when so selected and imported into the colony shall be sold, as near as may be, in two equal portions, to persons resident in each of the said counties; which said purchasers shall be bound to keep such stock in the counties of their respective residences.” With the view of complying with these conditions, your committee held a special meeting on the 18th of last June, which was attended by the representatives of the respective branch societies of King’s and Queen’s Counties, and after some consideration, they resolved upon expending the grant in the importation of sheep and pigs. The secretary of this society then being about to embark for England, undertook to execute the commission, and in the month of October last, nine rams arrived safe in the barque Lady Wood, the tenth having died on the passage out.

The animals were equitably divided by the alternate choice of Mr. Lewellin, on the part of King’s County, and Mr. Henry Longworth, for Queen’s County; the odd one having been tossed for, and won by Queen’s County.

The following is an account of sales :

				Cost:			f.	s.	d.	
Ten rams, with freight, provender, care, &c.				-	-	-	-	77	13	2
Sales of nine—one died at sea:										
Five Rams sold in Charlotte-town.										
No. 1.	Capt. Cumberland	-	-	-	£. 5	2	6			
„ 2.	Henry Longworth	-	-	-	5	7	6			
„ 3.	William Douse	-	-	-	4	7	6			
„ 4.	Alex. Laird	-	-	-	2	17	-			
„ 5.	James Ferguson	-	-	-	2	17	-			
							<hr/>	20	11	6
Four Rams sold at George-town, Nov. 8th.										
No. 1.	Joseph Wightman	-	-	-	£. 3	8	-			
„ 2.	Angus M'Donald, East Point	-	-	-	4	-	-			
„ 3.	Thomas Owen	-	-	-	2	-	-			
„ 4.	R. D. Westaway	-	-	-	2	6	-			
							<hr/>	11	14	-
							<hr/>	32	5	6
Loss sustained				-	-	-	£. 45	7	8	

Account, sales of Rams, imported into Prince County, by James Yeo, Esq. M. P. P.—  
Freight free.

Cost :										Currency.					
										£.	s.	d.			
Four Rams	-	-	-	-	-	-	-	£. 22	10	-	£.	s.	d.		
Four Boar pigs	-	-	-	-	-	-	-	11	5	-					
										<hr/>			33	15	-

Proceeds of sale of Rams, at Port Hill, the 4th Oct.

Stephen Wright - - - - -	£. 11	5	-
John Webster - - - - -	10	10	-
David Ramsay - - - - -	10	10	-
Charles Craswell - - - - -	10	5	-
42 10 -			

Proceeds of sale of Boars.

David Ramsay - - - - -	£. 3	-	-
Rev. Dr. Wiggins - - - - -	2	11	-
James Yeo, Esq. - - - - -	2	11	-
Hon. Joseph Pope - - - - -	-	11	6
8 3 6			
50 13 6			

Amount gained - - - - - £. 16 18 6

It is gratifying to notice that, in addition to the stock imported by your committee, the patriotism of private individuals has led to the importation of the following stock :

- A Devonshire cow, by the Hon. James Peake.
- A Leicester tup, and two ewes, by the Hon. Captain Swabey.
- A bull of the pure Durham breed (calved in May 1840), descended from the celebrated “Comet,” one Leicester ram, six ewes, and a tup of the Southdown breed, by Edward C. Haythorne, Esq.

A beautiful

A beautiful cow, one Southdown tup and two ewes, also a Berkshire sow and boar, by John Grubb, Esq. PRINCE EDWARD ISLAND.

A fine Canadian horse, rising six years old, by Mr. John Hyde.

It is matter of regret that the *ad valorem* impost duty should continue to be exacted upon the importation of live stock, introduced or brought by private persons.

Your committee had the pleasing duty of executing the resolution of the last general meeting respecting the plate which was voted to Mr. David M'Gill, of Dumfries, who has been the faithful and active agent of this society for the last 12 years. The plate, consisting of a tea-pot, sugar-basin, milk-ewer and a quart jug, were prepared in London, with the following inscription engraved on the principal pieces :

" Presented by the Central Agricultural Society of Prince Edward Island, British North America, to Mr. David M'Gill, of Dumfries, as a testimony of the high sense they entertain of the valuable services rendered by him to that institution, 6th January 1841."

In the month of June last, the plate was forwarded to Mr. M'Gill, who has duly acknowledged its receipt in a letter dated the 21st July 1841, which has been already published.

On the 12th May, your committee received an importation of 10 tierces of red clover seed, weighing 4,186 lbs. Four casks have been disposed of; the residue is in store. The past season having been very favourable to the growth and saving of red clover, your committee trust, that what has been saved, together with the stock on hand, will be sufficient to meet the demands of the farmer : during the past year, your committee purchased 2,860 lbs., island growth. At the same time, an importation of 200 sets Wilkie's improved mould plough mounting, weighing 139 cwt., was received with an extra quantity of land-sides and sole-plates : experience having taught your committee the necessity of securing, by the importation of every pattern of plough mounting, an extra quantity of side-pieces, and especially soles, to answer the purpose of necessary repairs.

Your committee have considered whether it would not be prudent and advisable to discontinue the grain show for the present year, since no public benefit appears to result from these exhibitions beyond that of affording a market for seed grain.

Your committee would here remark, that the produce of the Ayrshire cattle fully justify the expectations that were formed of them on their arrival in the colony nearly three years ago; and they are of opinion, that they are of that description of cattle which are most suitable to this climate, as they appear to thrive remarkably well.

It is with pleasure and thankfulness your committee have it in their power to announce the receipt of the following liberal donations :

The amiable and highly gifted Countess of Westmorland has forwarded the sum of 10*l.*, together with an interesting and useful work on farming. The great interest taken by her ladyship in the welfare of the inhabitants of this colony, ever since her visit in 1840, has known no abatement; and the society beg to make this public acknowledgment of the high estimation in which the character of her ladyship is held.

Captain Cumberland has contributed the handsome donation of 5*l.*

Honourable Captain Swabey, a sovereign.

And Honourable C. Young, one pound.

Daniel Brenan, Esq. when last in England took some pains to procure some wirecloth for wheat-flour sifters, and placed the same at the disposal of the committee. It has been tried by several millers, but your committee regret to state that, from some unexplained cause, it has not been found to answer the purpose.

Turnips are so invaluable a crop to the farmer, that your committee cannot but hope that every individual will strive to the utmost to realize the greatest quantity his stock of manure will enable him to cultivate. The drill system of husbandry is peculiarly applicable to the culture of this root, particularly the Swede or ruta бага. Sowing sulphur on the land with the seed is by many practical men said to prevent the fly.

Mangel wurtzel, carrots and parsnips, are each and all of them crops of very great value, and much more sure than turnips, and ought therefore to be grown by every farmer. For feeding milk kine, or for fattening stock, they are equally valuable. The drill system and trench ploughing should be adopted for their culture.

Your committee beg to direct the attention of the society to the public-spirited conduct of W. W. Irving, Esq., of Bonshaw, who has introduced a number of skilful mechanics from Scotland, the past season, for the purpose of making the modern agricultural implements, so necessary to the enterprising cultivator of the soil; and your committee venture to express a hope that this attempt to improve this fine colony will be responded to by adequate encouragement.

Your committee consider it very remarkable that, although there are two large brewing establishments in Charlotte-town, no extensive hopperies are to be found in the colony; although it is manifest that that profitable plant thrives here most luxuriantly with only ordinary culture, and, with the same attention that is bestowed upon the culture of the potatoe, would ensure a much more valuable crop to the grower.

The accounts of the secretary and treasurer for the past year have been audited by Messrs. Henry Longworth, A. Duncan, H. Shearman, and Joseph W. Hodgson, and found to be correct.

The receipts for the past year amount to 758*l.* 12*s.*, and the disbursements to 644*l.* 4*s.* 4*d.*, leaving a balance in favour of the society of 114*l.* 7*s.* 8*d.*



PRINCE EDWARD  
ISLAND.

Your committee beg to call the attention of the public in general to the vast importance of agriculture to this colony. It alone is the vital principle of the country. By its encouragement alone can the country "go ahead,"—by it must the rising generation stand or fall. This colony has been called the Granary of North America—is it in ridicule or in earnest?—To look at the small portions of cultivated ground, compared with the vast extent of wilderness and waste land, every spectator must naturally suppose the former. Let every farmer, then, strain to rescue the country from such a reproach, and make it what nature has indeed designed it to be, a country of fertility and happiness, or without exaggeration, in the language of holy writ, "a land flowing with milk and honey." Our winters are long, but they are subservient to many useful purposes, and were the powers of the soil fully developed, their length would hardly be felt, so busy would the stall-feeder be with his oxen, his sheep, his pigs and his poultry. One great want to be noticed throughout the country is the inadequate shelter provided for cattle during the severity of the winter months, in consequence of which fodder is wasted, and manure rendered comparatively worthless, by scattering and exhaling its useful chemical properties. Brother farmers, press onward! many difficulties await you in your progress—combat them, and they will flee before you. Our climate is much drier than that of Britain, and our season more steady. Plants thrive here without shelter, that in England require hotbeds to bring them to perfection. What then is required? Perseverance! Steady perseverance!! Be not satisfied until you surpass the mother country in the growth of every article she is able to produce. Fling mediocrity aside, and be foremost amongst the colonies of this vast empire. Blessed with an unrivalled constitution, fostered by a liberal government, our station among the nations is pre-eminently distinguished. Recollect, an eminent statesman of old has said, "he is the truest benefactor of mankind who causes two blades of grass to grow where only one grew before."

In conclusion, your committee, feeling that their dearest interests are bound up in the same bundle with the prosperity of P. E. Island, earnestly hope that their successors in office may accomplish much for the benefit of the farmer, and that every event may be graciously overruled for the common and particular prosperity of every inhabitant of our country.

The following Resolutions were then proposed and unanimously agreed to:

1. On motion of the Honourable Captain Swabey, seconded by James Yeo, Esq., M. P. P., of Port Hill,

Resolved, That the report now read, be adopted and printed.

2. On motion of Daniel Brenan, Esq., seconded by James D. Haszard, Esq.,

Resolved, That the thanks of this meeting be given to the officers of the society, as well as to the committee, for their diligent attention to the business of the society during the past year.

Mr. Haszard said, in rising to second the motion, Mr. President, I would conceive it would be great remissness if some expression were not given, to show how highly indebted the public at large are to the exertions, the zeal and perseverance of the office-bearers and committee of this society. These gentlemen have all faithfully discharged the trust reposed in them; and more especially the secretary, Mr. Macgowan—he has left no stone unturned, where the interest of the society is concerned—he may be considered the main spring in its operations—at home and abroad he has exerted his talents and time in serving you. It is really pleasing to see the precision and accuracy with which the books, papers and correspondence of this society are conducted. This institution is not an exclusive one; gentlemen and farmers are invited to the discussions, and every means are taken to elicit ideas, and to promote and infuse in the country information on every matter relating to the welfare of the husbandman. It therefore behoves us to strain every nerve to aid this society in the development of the resources of this island. Agriculture is the main source from which we are to derive our support. We have a favourable soil, and let us work it scientifically and effectually, and there is no doubt that we shall rise in the scale, if not to surpass, at least to have our standing with other colonies.

3. On motion of Edward Palmer, Esq., M. P. P., seconded by W. S. Macgowan, Esq., of Souris,

Resolved, That the marked and most respectful thanks of this society are eminently due to the Right honourable the Countess of Westmorland, for the warm interest her ladyship has ever evinced in the prosperity of this colony, and in an especial manner for the present of a valuable and useful work on farming, lately forwarded to the secretary of this society, accompanied by a munificent donation of 10/., and that the secretary be requested to convey to her ladyship a copy of this Resolution.

Mr. Palmer in moving this Resolution stated, that he felt confident it contained that with which every gentleman in his hearing would freely concur. It was well remembered that the noble lady had lately passed a winter in this colony, and the interest she then took, and has ever since manifested, in its general prosperity, has been proved by many laudable and spirited instances of her liberality. Accustomed as her ladyship has been to reside in more genial climates, and amidst the luxuries of life, it was no small sacrifice at her time of life to pass a long winter in comparative exile, in this, to her, remote part of the world; in doing so, she spent in the country hundreds, and perhaps thousands of pounds, in a truly noble and praiseworthy manner; her constant benevolent attentions to the poor are yet gratefully remembered—indeed he doubted whether the extent of her generosity



is even yet known; and her zeal and munificence in the support of religion in the colony is beyond praise. We now find in her present donation to this society, that although distant, she yet maintains a lively interest in the island's prosperity. Did we perceive such exemplary conduct in a few more of the absent proprietors of this island, its effects would soon be sensibly felt in the improvement of the colony. In the Resolution, he must repeat, there was nothing exaggerated, nor any thing, he thought, to which every gentleman present would not cordially respond.

PRINCE EDWARD  
ISLAND.

4. On motion of Lawrence C. Worthy, Esq., seconded by J. W. James, Esq.,

Resolved, That this society are highly gratified to find that a society has recently been formed in Charlotte-town, under the auspices of his Excellency the Lieutenant-governor, having for its object the encouragement of the domestic manufactures of the country, especially that of cloth, and that this society pledges itself to co-operate with that institution in the attainment of so laudable a purpose.

5. On motion of A. Duncan, Esq., seconded by Dr. Jardine, of Morell,

Resolved, That the thanks of this society be given to Captain Cumberland, the Honourable Captain Swabey, and the Honourable Charles Young, for their liberal donations.

The following gentlemen were then chosen officers for the ensuing year :

Honourable John S. Macdonald, President.

Francis Longworth, senior, Esq., Vice President.

John Hyde,	}	Committee.
William Douse,		
Charles Stewart,		
Henry Longworth,		
Charles Haszard,		
Alex. Laird,		
George Beer, senior,		
Henry Shearman,		
John M'Neill, Cavendish,		

*Peter Macgowan*, Secretary and Treasurer.

The chairman having left the chair, the Honourable Captain Swabey was called thereto, when a vote of thanks was passed to the Honourable the President, for his conduct in the chair.

— No. 2. —

(No. 21.)

COPY of a DESPATCH from Lord *Stanley* to Lieutenant-governor  
Sir *Henry Vere Huntley*.

Sir,

Downing-street, 27 May 1842.

I HAVE received your despatch (No. 21) of the 18th March, enclosing an Address to the Queen from the Legislature of Prince Edward Island, praying that corn, the produce of that island, may be admitted into the United Kingdom duty free.

I have to instruct you to acquaint the Legislative Council and House of Assembly, that I have had the honour to lay their Address before the Queen; but that, as the Bill for the amendment of the Acts regulating the importation of corn into this country had passed into a law before the arrival of your despatch, it has not been in Her Majesty's power to accede to the wishes expressed by the Council and Assembly on behalf of the inhabitants of the colony.

I have, &c.

(signed) *Stanley*.

No. 2.  
Despatch from  
Lord Stanley to  
Lieut.-governor  
Sir H. V. Huntley,  
27 May 1842.

PRINCE EDWARD  
ISLAND.

— No. 3. —

No. 3.  
Despatch from  
Lieut.-governor  
Sir C. A. Fitzroy  
to Lord John  
Russell,  
4 May 1841.

(No. 14.)  
COPY of a DESPATCH from Lieutenant-governor Sir *Charles A. Fitzroy*  
to Lord *John Russell*.

Government House, Prince Edward Island,  
4 May 1841.

My Lord,

I HAVE the honour to transmit a series of Resolutions of the House of Assembly, relating to the present state of this colony, which, by the accompanying Address of that body, I have been requested to forward to Her Majesty's Government. Your Lordship will perceive that, under date of Friday, 5th February, there are two Resolutions, one relating to the Bill for the purchase of the lands, in which the House of Assembly have endeavoured to prove the necessity of again passing this Bill; and the other to the appointment of a committee upon the state of the colony. As I have referred to the subject of the Land Bill in my despatch of the 3d instant (No. 13), I need not trouble your Lordship with any further observation here.

Under date of Friday, 23d April, there are 18 Resolutions; the principal subject embraced in these Resolutions is, the tenure of the lands in this colony; and your Lordship will observe that, finding they have no hopes of succeeding in their endeavours to confiscate the lands by any appeal to the Government, the House of Assembly are trying to awaken the sympathy of the Imperial Parliament, through the influence of Mr. Hume as their agent. Mr. Hume will, in all probability, bring the subject forward in the House of Commons; and, to place before your Lordship such information as will enable you to answer any remark which he may think proper to make, I cannot do better than refer you to my despatch of the 7th May 1839, marked "Confidential," in which the whole of the circumstances connected with the land question are fully detailed.

Under date of April 23, there are three Resolutions upon a communication from the chief justice, showing the necessity for appointing a professional assistant judge of the Supreme Court. I have the honour to enclose a copy of the chief justice's letter, and of the message with which I laid it before the House of Assembly.

With reference to the third of these Resolutions, which expresses a desire that, in the event of the retirement of the chief justice, his successor may not be "a native or a person resident in this island," I deem it due to the bar, the resident members of which are mostly natives of the colony, to express my strong sense of the injustice that would be done to them, collectively and individually, if I were to permit this Resolution to pass without observation.

The bar of this, as well as that of the other colonies, naturally look forward for advancement in their profession as vacancies may occur in their respective courts, and this Resolution infers by implication that no member of the bar of this colony possesses the acquirements necessary to qualify him for the office of chief justice; but I am enabled to state with confidence, that the bar, as constituted in this colony, is equally respectable, both in character and acquirements, with any of the other colonies; and it is necessary and just that I should explain to your Lordship the real motive which has governed the House of Assembly in passing this Resolution.

The peculiar construction of the Assembly, and their views regarding the rights of property, your Lordship is already acquainted with; and because the bar will give no encouragement to these views, but when consulted by any of the tenantry, honestly and conscientiously endeavour to disabuse their minds of the fallacious ideas they have imbibed from political agitators, and to convince them of the ruinous consequences of disputing their landlords' titles, a prejudice has arisen against the bar on the part of the majority of the House of Assembly, and this prejudice has extended to the courts themselves; and I hesitate not to say that, unless a chief justice could be found corrupt enough to warp the existing laws of the realm to suit their purposes, the same objections would be made by them.

The Attorney and Solicitor-general have made themselves more peculiarly obnoxious to the majority of the Assembly by having, in the discharge of their duty, prosecuted to conviction several delinquents who had been instigated by that majority to resist the law when attempted to be enforced between landlord and tenant; and also for having, in their legislative capacity, upheld the views of the

Enclosure, No. 1.  
Enclosure, No. 2.  
5th February,  
2 Resolutions.  
Vide Encl. 1, p. 12.

23 April,  
18 Resolutions.  
Vide Encl. 1, p. 12.

Confidential Despatch, 7 May 1839.  
23 April,  
3 Resolutions.  
Vide Encl. 1, p. 15.  
19 March 1841,  
Enclosure, No. 3.  
25 March 1841,  
Enclosure, No. 4.



## CORRESPONDENCE : PRINCE EDWARD ISLAND.

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the Imperial Government in opposition to those of the majority of the House of Assembly.

PRINCE EDWARD  
ISLAND.

I therefore trust that no weight will be given by your Lordship to this part of their representation, to induce you to depart from the course pursued in the neighbouring colonies, when by any contingency a new appointment of chief justice may be rendered necessary.

Under date of Tuesday, April 27, there are six Resolutions; the first of these states the opinion of the House of Assembly, "That it has been the fashion of interested individuals to exaggerate the value of the soil of this island," which statement they affirm to be substantiated by the evidence of certain individuals named in this Resolution. I have not had access to this evidence, but from my knowledge of the parties examined, I am enabled to state that, although they are all tenants, they have each of them, from their perseverance and industry in cultivating their respective farms, acquired a very substantial competency, and that it is not a great many years since they emigrated to this colony, in comparatively indigent circumstances. The report of Captain Holland, in 1765, is quite inapplicable to the present state of the colony. The fifth Resolution complains of the influence which has prevented this colony from obtaining a court of escheat, and refers to a proclamation of Lord Falkland's, of the 15th April last, in a late number of a Nova Scotia newspaper.

27 April 1841,  
6 Resolutions.  
Vide Encl. 1, p. 16.

The question of the establishment of a court of escheat in this colony has been so long set at rest, and recognized to be so by the House of Assembly, until they saw this proclamation, that I will not take up your Lordship's time by any comment upon it.

The Resolutions which I have omitted to refer to, contain reflections upon the connexion and proceedings of the Executive and Legislative Councils. With regard to the complaints of the proceedings of the Legislative Council, I have the honour to transmit the Resolutions of that body in reply thereto, and I should not do them justice if I did not express my conviction that their statements are fully borne out by facts. The overstrained efforts of the House of Assembly to show an undue family connexion in the Executive Council are so manifestly absurd, that they scarcely require serious refutation: of the gentlemen composing that board, the only existing near connexion is that which subsists between Mr. Brecken and Mr. Peake, the latter having married a sister of the former since his nomination to a seat in the Executive Council; and it is utterly impossible, in the limited community of this small colony, to select fit and responsible persons for such offices, who are not in some way connected.

Enclosure, No. 5.

With regard to the proprietary connexion and influence complained of in the Legislative Council, the House of Assembly have proved, on their own showing, that one-half of the members are wholly unconnected with proprietors, and Mr. Dalrymple is merely the receiver of an estate in Chancery appointed by the court; while, to show the little reliance to be placed on the statement designating Messrs. Livett, Macintosh and Holl as strangers, I may mention that Mr. Livett has been nine years in the colony, Mr. Macintosh six, and Mr. Holl five years, and that they are all gentlemen of independent means living in the country.

Appended to these Resolutions is the copy of an Address to the Throne, on the subject of the purchase of the lands stated by the House of Assembly to have been proposed in conference to the Legislative Council, as an amendment to an Address passed by the Council on the same subject, and in which they requested the House of Assembly to join them. As the Council have requested me to forward their Address, to be laid at the foot of the Throne, your Lordship will see the reasons assigned by the Council for refusing to join in that prepared by the House of Assembly.

I also transmit a printed copy of the Petition of the House of Assembly to the House of Commons, which is about to be forwarded to Mr. Hume.

Enclosure, No. 6.

I have, &c.

(signed) *Charles A. Fitzroy,*  
Lieutenant-governor.

PRINCE EDWARD  
ISLAND.

Enclosure 1, in No. 3.

In the House of Assembly, Friday, 5 February 1841.

Encl. 1, in No. 3.

1. WHEREAS this House, in its last session, passed a Bill to enable the Crown to purchase the township lands of this island, and settle the inhabitants: And whereas the Legislative Council have declared its opinion of the said Bill as follows:—"That it is the opinion of this committee, that any equitable arrangement, by voluntary sale on the part of the proprietors by which the Crown can be re-invested with the said lands, so as to enable the Crown to sell the same at a reasonable rate to actual occupiers, would tend greatly to increase the settlement of this colony, and advance its prosperity, and would be considered as a boon calling for the utmost extent of gratitude from its inhabitants: That although this committee thus far recognize the principle of the Bill, they cannot concur in its details; and, in fact, they deem any enactment on the subject not only premature, but inexpedient and unnecessary, until the consent of the Crown and proprietors to the measure contemplated by the said Bill shall be first obtained:" And whereas the Right honourable Lord John Russell, Her Majesty's Principal Secretary of State for the Colonies, by a despatch bearing date the 22d September 1840, has declared, that, "Although this question originates in motives of private interest, shared equally by landlords and tenants, it assumes, in effect, the character of a public question, and as such must be treated. It is Her Majesty's earnest desire to remove every just cause of complaint in all parts of her dominions, and Her Majesty has been accordingly pleased to desire me to enter into communication with the resident proprietors in this country, with a view to learn whether, by any further proposition on their part, means may be found to determine a question which has, for so long a period, agitated the colony:" And whereas the former offers of these proprietary claimants to the tenantry were most unreasonable; and as the whole conduct of the association of these claimants, styling themselves the Proprietary Association, has been most decidedly hostile to the interests of the colony; therefore this committee has no expectation that any proposition which said association may make, in consequence of the communication to be held by the Secretary of State for the Colonies and said association, will be such as the country could accept; but that such negotiation, on their part, will be industriously prolonged, with a view, by delay, to break the opposition to their tyrannical proceedings: Therefore Resolved, That it is the opinion of this committee, that it is expedient to pass a Bill of the same tenor as that passed last year by this House for the settlement of the colony, in the hope that the Imperial Government will either accede to that, or, by some other reasonable measure, decide satisfactorily this question.

2. Resolved, That with a view to prevent the evils which may result from misrepresentation, and to establish, by further evidence, the statements contained in the Addresses and Petitions forwarded by this House, a committee be appointed to take such evidence, with power to send for persons, papers and records.

Friday, April 23, 1841.

1. Resolved, That the people of this colony are highly dissatisfied with the measures pursued towards them by the claimants of townships. That as the conduct of these claimants and their agents has been in almost every instance oppressive, and in many instances both oppressive and fraudulent, there is no prospect of the dissatisfaction being done away with, by refusing, year after year, the popular requests for redress.

2. Resolved, That the House may be dissolved, the representative part of the constitution suspended or abrogated, but these measures will bring neither prosperity nor even peace; because it is not a desire for an extension of political power which mainly agitates the people, but a desire for even-handed justice, and for land on such terms as that, by an union of labour, hardihood and economy, they may live upon it, and leave their dear-bought property to their children; and until this be conceded, every branch of industry must languish; and every impartial man, confessing that the people are deeply wronged, will look for the bitter fruits which spring from oppression long persisted in.

3. Resolved, That this House has derived considerable satisfaction from the despatch of the colonial minister, stating that henceforth the land question "must be considered a public question, and treated accordingly."

4. Resolved, That this House have no expectation that the correspondence which in said despatch the Colonial Secretary purposes to open with the proprietary claimants, will result in any equitable offers being made by said proprietary claimants.

5. Resolved, That this House maintain that the rights of the Crown authorize the escheats of the townships of this island, and that the real interests of the inhabitants would thereby have been greatly promoted, and that the sales of the land would have cleared off part of the arrears of the civil list due by those proprietary claimants to the British Government, amounting to upwards of 120,000 £., and would, at all events, have made ample provision for said civil list, for many years to come.

6. Resolved, That though the colonial minister, in 1802, ordered said escheat to be carried into effect, yet as the Bill prepared in conformity with his instructions, and passed through the Legislature of this colony, was believed to have been concealed or abstracted after the Crown had assented thereto; and as the influence of the proprietary claimants prevailed so far as to throw obstacles in the way of any similar enactment; and as from the year 1830 to 1839, the colonial ministers uniformly refused to sanction escheat; the present

House



House, in its second session, passed a Bill for purchasing such alleged claims, as is explained in the third paragraph of their Petition to the House of Commons, forwarded in 1840.

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7. Resolved, That considering said Bill, and the opinion expressed by the Legislative Council of the same, in their Resolution of 28th April 1840 (folios 89 and 90 of Legislative Council Journals), and that there was no chance of these proprietary claimants making any offer which would come near to what the colony could pay, the House felt themselves called on to pass said Bill a second time.

8. Resolved, That as the question is to be henceforth a public question, it is expedient to give publicity to all the leading important facts of the case, and that therefore a committee be forthwith named, to make a list of such despatches received from ministers, and of such answers thereto by governors, and of such reports and examinations made by the House of Assembly, and of such petitions and addresses by the House of Assembly, the Legislative Council, or the people of the colony, as may seem necessary. That the same shall be printed, and 500 copies thereof forwarded, under the direction of said committee, to Joseph Hume, Esq. as agent for the House of Assembly, and that said committee be directed to request Mr. Hume to cause same to be distributed to such Members of the Imperial Parliament, and other influential individuals, as he may think most likely to advocate the cause of the oppressed cultivators of this island.

9. Whereas the Legislative Council did, on the 28th April 1840, pass five Resolutions, the third of which distinctly charges the majority of the House of Assembly with deluding the people whom they represent, and is in all its bearings highly insulting—(see folio 90 of Journal of Legislative Council)—

Resolved, That the present House of Assembly, in the various procedures wherein they have had to communicate with the Legislative Council, have shown no disrespect to that body, nor will any part of *their* Resolutions bear any interpretation of reflection on the moral character of any individual of that body. The original and unwise granting the soil of the colony to a few, and providing that these should have a seat in the Legislature, has set those in opposition to the mass of the people on that most important subject, of the price of rent to be paid for the wilderness; and at the same time has given these few the power of exercising a similar influence in all the departments of public business; and therefore, though the members of the House of Assembly, as individuals, entertained no ill-will to the members of the Council, yet, as a public body, the House of Assembly was bound to represent the injuries occasioned by this unfortunate constitution. That under the circumstances of the colony, the House of Assembly could do no less than state the peculiar interests existent in the Legislative Council. How far such statement was consistent with the fact, will appear from sundry of these present Resolutions; and they represented this conduct not as a system propagated by those at present in the Council, but as a necessary consequence of said constitutional defect, particularly alluding thereto in the Resolutions and Addresses of the sessions of 1839, and fully describing same in the sixth Resolution of 1840, (folio 146, of Journals of House of Assembly.) But the Legislative Council, in their reply thereto, refer to alleged “notoriety,” represent the majority of the House of Assembly as turbulent demagogues, who had devised a plan for plundering the rich, and who, as the Legislative Council had resisted this, were anxious to divert the popular odium incident on the failure of such scheme from themselves to the Council. How far this is consistent with fact will appear from the subsequent part of this Resolution, and from others of these present Resolutions. But in the mean time it may be remarked, that the making the *present House* the originators of the alleged invasion of the rights of property, is in strange contradiction with the report of the Earl of Durham, particularly that part where he states that “in every other colony there has been such a degree of *laches* on the part of the Government, as in equity to preclude it from any enforcement of the conditions upon which the original grants were made; but in Prince Edward Island, scarcely at any time have five years been suffered to elapse without some appeal to the colonial ministers, praying that the Crown would resume the grants it had made, as a measure not merely justifiable, but as the only measure that could free the province from the evils these excessive grants had inflicted.” How far it is fact that the delusion of the leaders of the present majority of the House of Assembly “has been the cause of the tenantry allowing their rents to fall into arrear,” may be in part illustrated by an Address to the King, wherein it is stated that *this unfortunate disposition of the lands* has produced great evil, and that “the greater number of our settlers are leaseholders, under the large proprietors, and are at this day sinking under the pressure of accumulated rents, which they are unable to pay”—and this is of date April 1829, when not one of the present members of the House of Assembly had a seat in that body; and when two, now members of the Legislative Council, were members of the House of Assembly, viz. the Honourable the Attorney-general, and the Honourable George Dalrymple, who also were both members of the joint committee of the Council and House of Assembly appointed to prepare such Address.

10. Resolved, further, in regard to said Resolution, that it is unfounded, because that the question was agitated before many of the members of this Assembly were born, before others had left Britain, before any one of their whole body had the most distant idea of obtaining a seat therein. Further, that it was advocated by the Honourable George Dalrymple, now a member of the Legislative Council, then a member of the House of Assembly from 1830 to 1835, and the measure of escheat, which goes farther than the Bill rejected by the Legislative Council, was acknowledged by the Honourable the Surveyor-general, and the then Solicitor-general (Lawson), “to be a lawful measure, and one likely to result in great benefits



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to the country," and by the Honourable the Attorney-general Robert Hodgson, that it is "competent for the representative of his Majesty in this colony to appoint a commissioner or commissioners of escheats therein." (See the examination of these gentlemen, March 1832, folios 81 and 82 of Journals of House of Assembly.) Lastly, that in 1832, 1833, 1834 and 1835, the majority of the House of Assembly supported escheat as justifiable, and also as necessary for the welfare of the country, and in that matter showed no determination to reserve aught for the holders of these forfeited claims to townships; whereas the present House in its first measure proposed a reservation, and in its second measure offered a price to said claimants.

11. Resolved, That unless the House of Assembly could believe that self-interest, relationship, intimate connexion, tenure of lucrative office (which, according to all former precedent, would have been taken from the holders, if they turned against the proprietary claims), would have no influence on the minds of men, they could not exclude the conviction that a majority, both in the Legislative and Executive Councils, would be and had been operated on by these various feelings and motives to resist the demands of the agriculturists.

12. Resolved, That the present House of Assembly, in their Resolutions as to the construction of the Legislative and Executive Councils, independent of their own experience, were borne out by the Resolutions of former Houses, and in particular by the Resolutions of the House of Assembly of 1834 (see Journals of that year, pages 87 and 88), and that the Honourable George Dalrymple, now of the Legislative Council, and the Honourable Joseph Pope, now of the Executive Council, moved for the Legislative Council being elective.

13. Resolved, That the conduct of the Executive Council on sundry occasions is depicted in the Address of the House of Assembly of 1831, at which time only two individuals of the present House (neither of them voting with the present calumniated majority) were members of that House, in which Address it is stated, that a large proportion of the revenue being under the control of the Governor and Executive Council, has enabled them in some instances to administer the Government without the intervention of the House of Assembly, and in direct opposition to the real interests of the colony. (Journals of 1831, folio 71.)

14. Resolved, That the Legislative Council (vaunting its superior "vested interest," ) might possibly be supposed more worthy of credence than the House of Assembly, and that therefore the House of Assembly might have felt a doubt how far truth should prevail over prejudice; but that they have the good fortune of possessing the testimony of one in whom the Imperial Government reposed the highest confidence, and who, though dead, yet speaketh,—to the report of the Earl of Durham they refer; and when he describes those claims which the Legislative Council call the sacred rights of property, the committee feel confident that the representatives of the House of Assembly will gain credence.

15. Resolved, That as appears from sundry advertisements in London newspapers, a number of these proprietary claimants have formed themselves into a society styling themselves "The Proprietors of Prince Edward Island." That many of their Resolutions and representations thus published appear deceptive; but the committee not having present access to such papers, can refer specifically to such representations only on one subject, viz. on the "commutation of quit rents," and that in the correspondence thereon, their agent states to the colonial minister, that "at the suggestion of Sir John Harvey, and the present Lieutenant-governor, they have yielded to every reasonable demand made upon them in behalf of their tenantry, they have removed every ground of, or pretence for, complaint, and have actually, and of their own accord, offered to sell their lands upon more liberal terms than if they remained under the control of the Government." (See Letter from G. R. Young to Lord Glenelg, 4th April 1838.)

Whereas at that time the faithful representatives of the people were under arrest, and the people were suffering without abatement all the evils of which they had so long complained; and their acceptance of the deceptive offer made would in nowise have relieved them. That in said correspondence the said society express their unwillingness to "*take a position hostile to the officers of the local government*," at the danger of their being forced into a controversy with the "local authorities on the island;" and therefore resolved, that said society, styling themselves the Proprietary Association, have been guilty of gross misrepresentation, and of evidently trying to mislead and perplex the colonial minister in regard to the concerns of this colony, and of attempting to control and even to supersede the Colonial Legislature; and that a few interested individuals resident at a distance from the island, but within reach of Downing-street, should be allowed to continue to put forth such falsehoods, and frame such intrigues, has been highly injurious to the prosperity of the colony, and may be destructive of its peace.

16. Whereas, in numerous instances in this colony, individuals have been located on leaseholds in the wilderness, and that such leaseholds are short of the number of acres stipulated, but that such individuals have never been able by proceedings at law to obtain that deduction from their rent corresponding to such deficiency, nor any deduction, and that from the case of James Douglas and Dingwell, detailed in Appendix to Journals 1840, and from the examination of their counsel, Messrs. Binns and Young, there seems no prospect of their attaining it, and as the same appears from the case of Lunn to be the decision of the court as to land within the fishery reserves, therefore it is important to exhibit to the Imperial Government such hardships, and with this view resolved, that the queries put by the special committee of the House of Assembly in 1839, to the Honourables the Attorney and Solicitor-general be printed, and form part of the Appendix to the Journals of this year, and of the documents to be printed for the Imperial Parliament.

17. Resolved,



17. Resolved, That many individuals who have leased or bought land from the claimants of townships have, in process of time, been deprived of access to any public road by the said proprietary claimants leasing or selling the land around such farms, without any reservation of or allowance for roads, and in consequence of such procedure many individuals suffer the most serious inconvenience. That petitions for relief of those labouring under such inconvenience being laid before the Assembly, and the personal knowledge of many members establishing such complaints as well founded, and there appearing to be no remedy at law as here understood, the House of Assembly passed last session and this session a Bill for the relief of such inconvenience, which was rejected by the Legislative Council on both occasions.

18. Resolved, That the proprietary claimants have failed in many other instances to reserve roads or rights for roads, or to deduct on that account the least portion of rent or price of the actual quantity of wilderness land thus rented or sold, and the different districts requiring roads of access to the harbours and other places where produce is shipped, the House of Assembly have been under the necessity of appropriating money raised, in a great measure from those holding under lease, to purchase for them and the rest of the public rights of way over portions of land, for every foot of which the holders have to pay rent to the proprietary claimants, or have already paid the full price.

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Saturday, 24th April 1841.

1. WHEREAS the Executive Council of this colony is composed as follows :

Hon. George Wright, father-in-law to the prothonotary, who is brother to the  
 Hon. Robert Hodgson, who is cousin to the  
 Hon. John Brecken, who is brother-in-law to the  
 Hon. T. H. Haviland (colonial secretary, and a proprietary agent), who is brother-in-law to the Hon. Donald M'Donald, and brother-in-law to  
 Hon. James Peake.  
 Hon. Joseph Pope, a Government partisan, a proprietary agent, who is connected in marriage with the Hon. George Wright.  
 Hon. J. S. M'Donald, who is cousin to the Hon. Donald M'Donald, a proprietary claimant, who is brother-in-law to the Hon. John Brecken, Hon. James Peake, and Hon. T. H. Haviland.  
 Hon. Ambrose Lane, who is brother-in-law to the treasurer, who is brother-in-law to the Hon. Robert Hodgson.

Thus showing a family connexion in the Executive Council, however otherwise well qualified for the office in themselves, of eight out of nine Councillors; and how far the House of Assembly were borne out in their Resolution of 25th April 1840.

Resolved, therefore, That conviction is forced upon the mind, that a family compact of such magnitude, however well disposed in advising the Executive, will take care of themselves and their friends in the first place, and the interests of the colony only as a secondary consideration.

2. Resolved, That the Legislative Council is composed as follows :—

Hon. R. Hodgson, solicitor to a proprietary claimant, and cousin to the  
 Hon. John Brecken, who is brother-in-law to the  
 Hon. Donald Macdonald, a proprietary claimant.  
 Hon. Charles Worrell - - - ditto.  
 Hon. J. H. Peters, who is agent of S. Cunard (recently appointed), a proprietary claimant.  
 Hon. George Dalrymple, receiver of rent for a relative, who is a proprietary claimant.  
 Hon. J. Livett, } Comparatively speaking strangers, lately from a rent-paying  
 Hon. W. Macintosh, } country, and but little acquainted with the history of this  
 Hon. J. M. Holl, } colony, and much less with the toil, labour, hardships and privations of the inhabitants. (Recently appointed.)  
 Hon. G. R. Goodman, collector of customs.  
 Hon. P. S. M'Nutt.  
 Hon. Charles Young, lately from Nova Scotia (recently appointed), where he has resided from his infancy.

Showing the connexion and influence of proprietary claimants in the Legislative Council, and how far the House of Assembly were justified in passing their Resolution of 25th April 1840.

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In the House of Assembly, Friday, 23 April 1841.

1. RESOLVED, That from the report of the special committee, and evidence reported by the same, it appears, that there are in a year, on an average of the last three years, only 53 days on which the chief justice is occupied on the bench, taking into account all the terms of the supreme court in the whole colony, and only an average of four days occupied by him in hearing counsel at chambers, and only, in the whole of these three years, 115 decisions

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decisions on record causes, and 92 in other causes—say, on summary causes and appeals: the natural conclusion appears to be, that the amount of time occupied and business transacted ought not to be considered as excessive for one individual of competent legal acquirements, and in the ordinary state of health.

2. Resolved, That taking the facts referred to in the former Resolution into account, it is inexpedient, at present, to make any provision for a salary for an assistant judge.

3. Resolved, That in case, on the evidence taken before the committee, and on the letter of the chief justice, the Imperial Government should, on his withdrawal, appoint another chief justice, it would be for the benefit of the colony that the said appointment should be conferred on some individual not a native of or long resident in this colony, and still less one connected with the claimants of the townships therein.

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27 April 1841.

1. RESOLVED, That it is the opinion of this committee, that it has been the fashion of interested individuals, of late, to represent the soil of the island as much more valuable than the cultivated portions of the neighbouring colonies; but that this is contrary to fact, and that its capabilities for agriculture were faithfully represented in the Resolution of this House, of the 24th April 1839 (folio 78 of its Journals), and are confirmed by the examinations of Messrs. Bell and Miller, of township No. 35, and Messrs. Arthur and Johnston, of township No. 23, taken before the committee of evidence this session; and still more indubitably by the report of the late Captain Holland, who, as Surveyor-general of British North America, examined and reported on this island in 1765.

2. Resolved, That if the Legislative Council, in their representations of the members composing the majority of the present House of Assembly, had stated that many of said majority were cultivators, under lease, of land which they had cleared from the wilderness—that only six or eight of them lived on freehold farms—that many of them were not possessed of more than a very moderate amount of property—that none of them were ashamed to labour to raise the bread they ate—that many of them were pledged by the country to pursue that line which they have followed—that the urgent entreaties of their neighbours prevailed on some to accept an office honourable to them, but exposing them, if they voted according to their conscience and pledge, to the bad offices of men in power—the House of Assembly must have confessed that all these were facts.

3. Resolved, That as the Legislative Council have repeatedly rejected the Bill for the settlement of the Inhabitants—the Bill for opening Roads—the Bill for relieving Tenants from bearing the entire burden of the Land Assessment—the Bill for the relief of the Loyalists and Disbanded Soldiers—and have, by their amendments to the Fishery Reserve Bill, for this and the two previous Sessions, gone contrary to the evident meaning of Lord Glenelg's despatches—therefore, in regard to a joint Address to the Throne, the House of Assembly are obliged to conclude, that there is great doubt whether said Council will agree to any Address making any close approach to a real redress of grievances; and as the Imperial Government seem to think that every colony exaggerates its own grievances, the Address thus frittered down by the Council, and modified in meaning by the Home Government, would end in something akin to nothing: Therefore, resolved, That the House of Assembly must leave to the Council to state its own views to the Imperial Government, with this understanding, that if, any time before the close of the Session, the Legislative Council shall agree to the amended Address transmitted to them by the House of Assembly, the House of Assembly, laying aside a separate procedure, will heartily concur with the Legislative Council in said Address.

4. Resolved, That the Legislative Council having requested a free conference with the House of Assembly, and the House having agreed to the same, the managers of said conference, on the part of this House, on their return handed in, as the subject of said conference, an Address to the Crown, drawn by the Legislative Council, with blanks left at the proper places, to be filled in with the words "House of Assembly," in case the House should agree to said Address—that the House could not agree thereto, for the reasons stated in the Resolutions which they entered into thereon, but sent up such an Address as they could concur with, through the medium of the same committee who managed the former conference, who handed the said original Address, and the amended Address, to the managers on the part of the Council—that the said amended Address was drawn up in regular form, headed "To the Queen's most Excellent Majesty," and was evidently an Address, and not reasons for not concurring, and was not stated to be reasons for not concurring—that it would seem strange how the Legislative Council could ever have mistaken an Address to be concurred in, for reasons for not concurring—that thereafter, when such astonishing misapprehension was removed, the Legislative Council, through the same medium of conference, endeavoured to impress on the House, that, in amending an Address sent down as this had been, the House of Assembly had violated all rule and precedent, and was bound to accept or reject the document as sent down; and that when by undeniable precedent, the House of Assembly proved their own procedure to be correct, the Legislative Council appear to have made some objections to form (which objections, however, the House of Assembly do not think well founded), and having desired no further conference on the said subject: Therefore, resolved, That the House of Assembly have, in the whole procedure,



cedure, shown every readiness to concur with the Legislative Council in any Address which would be so worded as not to sacrifice the rights of the Crown and the country, by acknowledging the claimants of townships to have unchallengeable titles to the said townships, in defiance of the most unquestionable evidence of the same being liable to forfeiture.

5. Resolved, That, comparing the advertisement, of which the subjoined is a copy, with the reiterated refusals of the measure of escheat to this colony, the conclusion must be, that there is in this island, or in Great Britain, or in both, an influence which prevents this colony from being allowed the same beneficial laws as the neighbouring colonies.

6. Resolved, That his Excellency the Lieutenant-governor be furnished with a copy of the various Resolutions passed by this House during the present session, on the general state of the colony, and in support of the representations made by this House to Her Majesty's Government last session, and other matters connected therewith; also with a copy of the proposed joint Address of the Council and Assembly, on the subject of the purchase of the lands by the Imperial Government, as amended by this House, with an humble Address requesting that he would be pleased to forward the same to Her Majesty's Government.

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#### A PROCLAMATION.

*Falkland.* By his Excellency the Right honourable Lucius Bentinck Viscount Falkland, Knight Grand Cross of the Guelphic Order, and Member of Her Majesty's Most Honourable Privy Council, Lieutenant-governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia, and its Dependencies, &c. &c. &c.

WHEREAS the proprietors of extensive tracts of valuable land in various parts of the province have neglected to fulfil the conditions attached to the grants thereof, and the settlement of the country having been, by such neglect, greatly retarded, the House of Assembly have requested that measures may be adopted "to re-invest the Crown with all wilderness lands owned by absentees who have not complied with the terms of the letters patent, under which the said lands are held."

I do, therefore, by and with the advice of Her Majesty's Executive Council, issue this my proclamation, for the purpose of making it publicly known, that I have directed the Commissioners of Crown lands to furnish me with a report of all tracts of land heretofore granted and now liable to forfeiture, whether belonging to residents or absentees, and that I shall cause the necessary legal proceedings to be instituted, at the expiration of eighteen months from the date hereof, for escheating all such tracts of land as shall not be, at that period, improved to the extent required by the terms on which the Crown parted with its right thereto, in order that the same may be regranted to persons who will become *bonâ fide* settlers.

Given under my hand and seal at arms, at Halifax, this 15th day of April, in the year of our Lord 1841, and in the fourth year of Her Majesty's reign.

By his Excellency's Command,

*Rupert D. George.*

GOD SAVE THE QUEEN.

In the House of Assembly, Saturday, 10 April 1841.

RESOLVED, That a further conference be desired with the Legislative Council, on the general state of the colony, and that at the said conference the committee of this House be instructed to communicate, that the House of Assembly suggest that the following Address be presented to Her Majesty, as the joint Address of both Houses:

To The QUEEN's most Excellent Majesty.

Most gracious Sovereign,

We, Your Majesty's dutiful and loyal subjects, the \_\_\_\_\_ and House of Assembly of Prince Edward Island, in Colonial Parliament assembled, beg leave to approach Your Majesty's throne and person, and most humbly to represent,—

That the lands of this colony were originally granted in large tracts of 20,000 acres each to private individuals, the greater part of which is still claimed by the descendants or assignees of such grantees, the majority of the inhabitants on such lands holding as tenants or occupants, and not in fee simple.

That if, by the purchase of these lands from the proprietary claimants, they were again re-invested in the Crown, for the purpose of being sold out in small tracts to the tenantry and occupiers thereof, it would be hailed by the inhabitants of this island as the greatest boon which Your Majesty could bestow upon them, and would, as Your petitioners conceive, be productive of great and permanent benefit to the colony.

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Your petitioners are, at the same time, aware, that if the Imperial Government shall determine that the compensation for such claims must be paid immediately, and not by instalments, then this most desirable settlement cannot be attained without the advance, in the first instance, of a much larger, sum of money than the Legislature of this colony can at present command.

That as, during the last eight years, repeated applications for a court of escheat have been rejected by the colonial minister, Your petitioners humbly submit that the mode above referred to, namely, of paying compensation for such claims, is the only other one which to them appears practicable for removing this ground of long-continued dissatisfaction and misery; and whether Your Majesty shall determine that the advances necessary for such arrangement shall be made forthwith by the Imperial Government, or that the claimants shall wait such certain limited time as may appear necessary to enable the colony itself, by instalments, to pay off such claims, whichever of these modes Your Majesty may be graciously pleased to determine, Your petitioners will willingly abide by Your decision; and, though the Legislative Council do not admit that these claims are disputable, and the House of Assembly assert that these claims are all forfeited, yet, to do away with the evils arising from this dispute, both bodies, united as Your petitioners, pledge themselves to pass such legislative enactments as will raise for the discharge of such claims to the land of this colony, and all arrears of rent and obligations for the same, a price which is as high as the cultivators of said land can make good, and higher than the average price of land in the neighbouring colonies, and nearly double the price of that paid by any of the British American land companies, and higher than the average price of such lands in this island, when valued by juries, or when exposed to public sale for non-payment of taxes, as appears from the report by the Earl of Durham.

May it therefore please Your Majesty, taking the premises into consideration, to give such a decision as will free the tenants and occupiers of the lands from the harassed condition in which the majority of them at present are, and the colony from the embarrassment consequent thereon, and will enable the colony, by industry and persevering economy, in the course of years, to arrive at the same condition as the neighbouring provinces.

And as in duty bound the  
Majest'ys Royal Person.

and House of Assembly will ever pray for Your

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Enclosure 2, in No. 3.

To his Excellency Sir *Charles A. Fitzroy*, K. H., Lieutenant-governor, &c. &c. &c.

Encl. 2, in No. 3.

May it please your Excellency,

WE, the representatives of the people of Prince Edward Island, have in the course of the present session passed various Resolutions on the general state of the colony in support of the representations of the House of Assembly to Her Majesty's Government last session, and have also agreed to join the Legislative Council in an Address to the Queen on the subject of the purchase of the lands of this island by the Imperial Government, as amended by the House of Assembly, copies of which are herewith submitted, and humbly request that your Excellency will be pleased to forward the same to Her Majesty's Government.

House of Assembly, 27 April 1841.

Wm. Cooper, Speaker.

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Enclosure 3, in No. 3.

Charlotte-town, Prince Edward Island,  
19 March 1841.

Encl. 3, in No. 3.

Sir,

I DEEM it my duty to bring to your Excellency's notice, now that the Legislature is in session, the state of the supreme court in this island, in regard to the daily increasing necessity which in my opinion exists, for the services of a professional assistant judge of that court.

Your Excellency is aware that there are no inferior courts in the island, with the exception of a magistrate's civil jurisdiction, to the extent of 5*l.*, and in very minor criminal cases, and in trifling assaults and batteries, from all which an appeal generally lies, and is frequently carried up to the supreme court. The two assistant judges not being gentlemen of the legal profession, the whole administration of justice in the island (with the above very limited exception) devolves upon myself individually and exclusively.

Those two gentlemen do, indeed, at all times, when called upon, evince the utmost readiness to lend their aid; and Mr. Justice Haviland, who has held that office prior to and during the whole of my residence in the island, renders very valuable assistance; but that gentleman's office of colonial secretary, and his other official avocations, requiring so much of his time and attention, and no salary being provided, I have abstained from ever requiring his services, except upon some slight occasions and during two terms, in one of which, from my extreme illness, he presided in the court, and in the other, whilst I was still an invalid, he regularly attended (I have no doubt much to his inconvenience), and assisted me

with



## CORRESPONDENCE: PRINCE EDWARD ISLAND.

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with much ability. The members of the bar also show an unwillingness to try their causes before judges whose attention has not been particularly directed to legal studies. In this manner I have for upwards of twelve years conducted the business of the supreme court. The frequent and almost absurd appeals from my own decisions to myself sitting alone, is a matter of consideration rather for those who choose to subject themselves to such an anomaly, than an objection on my part; but it is the increasing duties of the supreme court that induces the urgent necessity for further judicial assistance. During the time of my presiding upon the bench in this island, its population has nearly, if not quite, doubled in numbers. For a great part of that time there were but three terms of the supreme court in the year; they have gradually increased to four terms in the year at Charlotte-town, besides four additional circuit courts in the two counties, and the business of the courts has naturally increased nearly fourfold; yet the judiciary remains in the same state as at the first civil establishment in the island, if we except a somewhat increased jurisdiction in the magistrates. In all the neighbouring provinces there have been in each, from the first (and long before they numbered a population equal to that of this island), a chief justice and three efficient puisne judges, besides inferior courts of judicature; this island is the solitary exception to that system. I beg not to be understood by your Excellency, as on the present occasion, complaining of the undue burthen from time to time thus imposed upon myself, although I feel my constitution is beginning to sink under the weight. I have ever scrupulously abstained from such complaints, endeavouring always to go through my labours to the best of my strength and ability. My only object at present is, that the administration of justice in this island may be made more efficient than it can possibly be under the existing system. I am still unwilling, for the reasons before stated, to call upon the assistant judges to take their turn of duty, as is done in all other colonies; but I fear that either this measure, or an increasing deficiency in the administration of justice, must be the alternative, and more particularly as I understand the Legislature have it now in contemplation to increase the duration of the present terms; thus imposing a yet additional duty, the whole amount of which no one individual could by any possibility satisfactorily and efficiently discharge.

I have thus brought to your Excellency's notice some of the reasons why, in my opinion, the time has arrived when the state of the colony renders absolutely necessary the appointment of at least one assistant judge of the supreme court, being a gentleman of the legal profession.

I have shown your Excellency, that with a trifling exception the whole administration of justice in the island devolves upon the chief justice alone; that I have presided in the supreme court upwards of twelve years, during which time the population has nearly doubled, bringing with it a vast increase of legal business; that the terms of the supreme court, from three in number, have increased to eight in the year, and are, some of them, about to be lengthened in duration; that the system in this island, as compared with that in all other colonies, falls far short of the means of obtaining a full and complete administration of justice. I might go on and show to your Excellency, that for want of inferior jurisdiction, so much of the time of the supreme court is necessarily devoted to trifling matters as to render it impossible to complete all the business in progress; that many law points of great moment and of the greatest intricacy are brought and urged before the supreme court, in the investigation and decision upon which much time would be saved, and business would in general be greatly expedited, if there were another legal mind with whom the chief justice could consult, for want of which I have found it necessary, on several occasions, under great disadvantage, to consult with the chief justice of a neighbouring province; and many other cogent reasons might be offered which are obvious to those versed in legal pursuits. But I trust I have stated sufficient to convince your Excellency that an urgent necessity exists, and will continue daily more and more to increase, for the services of an assistant judge of the supreme court, bred to the study of the law, and to which I cannot for a moment think the Legislature, having the good of the country at heart, would hesitate to give a due and ready attention.

I have, &amp;c.

To his Excellency Sir Charles A. Fitzroy,  
Lieutenant-governor, &c. &c. &c.

(signed) *E. J. Jarvis.*

## Enclosure 4, in No. 3.

THE Lieutenant-governor transmits to the House of Assembly a copy of a letter from the chief justice, representing the necessity which exists for the appointment of a professional assistant-judge of the supreme court, and the Lieutenant-governor hopes that the reasons assigned by the chief justice for such an addition to the judiciary of the colony will receive that mature consideration from the House which the importance of the question entitles them to.

Encl. 4, in No. 3.

(signed) *C. A. Fitzroy, Lieut.-governor.*

Government House, 25 March 1841.

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ISLAND.

Enclosure 5, in No. 3.

LEGISLATIVE COUNCIL CHAMBER, Thursday, 29 April 1841.

Encl. 5, in No. 3.

WHEREAS the House of Assembly, in the session of 1840, passed certain Resolutions, reflecting upon the proceedings of the Legislative Council, particularly in the 2d and 3d of the said Resolutions, which are as follow:—

2. Resolved, That it is the opinion of this committee, that on many occasions in past times, and more especially for the last eight years, the majority of the House of Assembly, on different occasions, have represented the injustice done to the agriculturists by the grantees of townships, and that in every instance, except in 1803, their representations have been opposed by a majority of the Council.

3. Resolved, That the change which in 1839 was made in the construction of the Legislative Council has been productive of additional evil; and that, as no prosperity nor peace can be expected in this island till an amelioration on the tenure of land be effected, and no House of Assembly, elected by the unbiassed suffrages of the people, can refrain from endeavouring to effect that most important object; so, whoever looks to the individuals composing the Council must see that, on this important subject, the majority of them have an interest contrary to and subversive of the general interests of the inhabitants of the colony, by their being proprietors, land agents, connexions of such land agents, or persons, in the opinion of this committee, warmly biassed in favour of the proprietors, and that the House of Assembly cannot, in consequence thereof, have any confidence in the Legislative Council, so long as it shall remain so constructed.

And whereas the Legislative Council, in reply to the said Resolutions of the Assembly, stated,—

“That it was a matter of notoriety, gathered from the public prints and other sources, that the said majority of the House of Assembly had attained their present position in that House by deluding the tenantry of this colony into a belief that, if elected as their representatives, they would relieve them from the payment of rents, and obtain for them grants from the Crown, confirming them in their several possessions; and that this system of delusion had been practised by the leaders of the said majority for several years past, whereby the tenantry had been encouraged to withhold the payment of their rents, until, in numerous instances, they had incurred arrears which their utmost exertions never could enable them to discharge; and that the leaders of the said majority, finding that they could not carry out their delusive promises, attempted to relieve themselves from the just odium of their constituents, by representing the Legislative Council and the Executive Government as inimical to the interests of the people, an imputation no less unjust than untrue, the sympathies of both the Legislative Council and the Executive Government having been invariably evinced in favour of the true interests of the people of this colony, at the same time that they had endeavoured to awaken the tenantry to the ruin which would inevitably follow their fatal delusion:

And whereas the House of Assembly, in another series of Resolutions, passed on the 22d and 23d instant, declared, that the said Resolution of the Legislative Council “is in all its bearings highly insulting:”

Resolved, That the Legislative Council disclaim all intention of acting discourteously in any manner towards the House of Assembly by the said Resolution, otherwise than by a desire to defend themselves from the unjust and unfounded charges made against them by the House of Assembly.

Resolved, That the House of Assembly, in the said series of their Resolutions, have entirely failed to impugn the correctness of the facts stated in the said Resolution of the Council, by attempting to shift from themselves to a former House of Assembly the odium of encouraging the tenantry of this colony to withhold the payment of their rents, for that, in no proceedings of any former House of Assembly, can the slightest encouragement be found to induce the tenantry to believe that they could, by any measure, relieve them from the payment of their rents, but that the whole odium and responsibility of such encouragement are solely chargeable upon the leaders of the majority of the present House of Assembly, and that the Address to the King, which is contained in the Journals of the Assembly of 1829, to which the present majority of the House of Assembly refer, to bear them out in such attempt, had no tendency to induce the tenantry to withhold the payment of their rents, the simple object of that Address having been merely to relieve the tenantry from the payment of a large arrear of quit-rent due to the Crown, and at that time threatened to be enforced.

Resolved, That the imputation contained in the 11th of the said series of Resolutions passed by the House of Assembly, charging the Legislative Council to be “operated on by self-interest,” to the prejudice of the interests of the agriculturists of this colony, is grossly untrue, inasmuch as the Legislative Council have on all occasions earnestly advocated those measures which tended to the true interests of the people, and have only rejected those wild and unconstitutional measures which attacked the sacred rights of property, or invaded the prerogative of the Crown; whilst, on the other hand, the Legislative Council have originated many Bills, particularly during the present session, most useful to the community, which have been rejected by the House of Assembly; viz. “A Bill relating to the Limitation of Personal Actions,” rendering the law similar to that prevailing in England, and in the neighbouring colonies; “A Bill to regulate and declare the Qualifications of Jurors,” which by the existing laws are totally undefined; “A Bill to compel Constables to serve,” the necessity of which was suggested in a presentment of a grand jury of King’s County,



County, and recommended to both Houses by message from the Lieutenant-governor; "A Bill to amend the Act passed in the seventh year of the reign of his late Majesty King William the Fourth, intituled, 'An Act to amend the Law relating to the Admission of Barristers, Attornies and Solicitors, and to regulate the Admission of Advocates and Proctors in the Court of Vice-Admiralty and Court of Probate in this Island,'" the object of which Bill was to promote the respectability of the bar, in unison with the Acts and Regulations on that subject in the neighbouring colonies; "A Bill against Forestallers and Re-graters," similar to the laws prevailing in all populous places for the prevention of such abuses, and which is much called for, in consequence of complaints made by the inhabitants of the capital of this colony; "A Bill to establish Criminal Sessions in Queen's County," a measure recommended by the chief justice, which was intended for and would have relieved the Supreme Court of Queen's County from the trial of petty offences, the delay consequent upon which is productive of the greatest injustice and inconvenience to all civil suitors in that court, whose causes are deferred from term to term, to afford time for the trial of those offences.

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And in further proof of the desire of the Legislative Council to meet the views of the House of Assembly, the Council, in giving their reasons for rejecting the Bill passed by the House of Assembly, on the subject of the purchase of the lands, in the session of 1840, expressed their readiness to join the House of Assembly in an Address to the Throne, praying Her Majesty to take the measure contemplated by the Bill into her favourable consideration, and to grant the means for effecting the purchase of the said lands, provided the proprietors should be found willing to dispose of the same; and when in this present session the House of Assembly sent up to the Council a similar Bill, the Council, upon again rejecting it, prepared an Address to the Throne, praying Her Majesty to order a negotiation to be entered into with the proprietors, to ascertain the prices at which they would respectively agree to dispose of the whole of their lands in this island, together with the arrears of rent now due thereon, with a view to their being re-invested in the Crown, for the purpose of being re-granted in small tracts to the tenantry and settlers thereon; and in the event of the proprietors being willing to accept a reasonable price for the same, that Her Majesty would be graciously pleased to order that the funds necessary for making such purchase should be in the first instance advanced from the Imperial Revenue, and sent the same down to the House of Assembly, with a request that the Assembly would join them in the said Address; but to the great surprise and disappointment of the Council, the House of Assembly refused their concurrence thereto, because it did not go to the extreme and unconstitutional length of praying that a particular price should be fixed for the lands, and the proprietors thereof arbitrarily compelled to receive it, although they must have been well aware that such an extravagant request could not receive the sanction of the Imperial Government, thereby evincing the insincerity of their professions, and showing, in the plainest manner, a manifest disposition to keep up a system of agitation, for the sole purpose of retaining their own popularity, at the expense of the deluded tenantry.

Resolved, That the construction of the Legislative Council differs materially from that of the year 1834, alluded to in the 12th of the said series of Resolutions passed by the House of Assembly, inasmuch as it is asserted, in the Address of the Assembly of the year 1834 to the King (miscalled a Resolution), that, out of the nine members composing the Council, six of them held situations of emolument at the pleasure of the Crown; whilst of the present Legislative Council, composed of twelve members, three only hold offices under the Crown, and but two of which are offices of emolument; and there are only two proprietors, and two agents of proprietors, in the Legislative Council, one of the latter having been appointed subsequent to the session of 1840.

Resolved, That the complaint against the Legislative Council, for the rejection of the Bill, intituled, "An Act to provide Right of Access to one Public Road to Individuals occupying Land from which there is no such Access," is wholly unfounded, the provisions of that Bill being based on the most absurd and inequitable principles, inasmuch as it went to compel, not only the proprietors, but also the heirs and assigns of proprietors, who at a remote period had disposed of wilderness lands in the rear of farms now under cultivation, at merely nominal prices, to bear the expense of making roads to communicate with such wilderness lands, and which expense, in numerous cases, would far exceed the original sum paid for the land itself.

Resolved, That although the majority of the House of Assembly have thought fit, in their Resolutions passed this session, by absurd deductions of what they term "connexion," said by them to exist between some of the members of the Legislative Council individually named, and by charges of "ignorance" against others, also individually named, as to the true "history of this colony, and of the toil, labours, hardships and privations of its inhabitants," to draw inferences from such supposed "connexion" and "ignorance," false in themselves, and personally offensive to those members of the Council, thus affording a sufficient excuse to the Council, if so inclined, for adopting a similar course; yet the Council do not deem those charges worthy of any very grave refutation, because it is notorious that by far the greater majority of the members of the Assembly are ignorant and illiterate men, having but a trifling stake in the country, and possessed of no influence whatever in society, beyond that based on their advocacy of the question of escheat, by which alone they have been enabled to attain their present position as representatives, and on the keeping alive of which question their continuance as representatives depends; while the fact of the greater portion of them being tenants, and, in many instances, largely in arrear of rent, clearly shows that they are interested, not only in keeping up the excitement,

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ment, on which their ephemeral influence depends, but that they have a direct personal interest in the success of any attack on the property of their landlords, and who are therefore in no way scrupulous in creating charges against, and imputing unworthy motives to, the Council, who have endeavoured to control and check their extravagant and unconstitutional proceedings.

And whereas the House of Assembly, in the third of certain other Resolutions passed on the 27th instant, state that the Council have repeatedly rejected several Bills passed by the House of Assembly, among others, one for relieving Tenants from bearing the entire burthen of Land Assessment; and the Bill for the relief of the American Loyalists and Disbanded Soldiers; and have by their amendments to the Fishery Reserves Bill, for this and the two previous sessions, gone contrary to the evident meaning of Lord Glenelg's despatch: And whereas the first-mentioned Bill was sent up from the Assembly but once, and that in the session of 1840; and the provisions of the said Bill went to make void the covenants contained in the leases in this colony, which are generally of long duration, by releasing the tenant from the payment of the present and all future land assessment, which, as the land becomes more valuable, might be assessed at a sum far exceeding the rent reserved by the Landlord; and the Bill for the relief of the American Loyalists and Disbanded Soldiers was rejected by this House in the session of 1840, in consequence of a despatch from the Secretary of State for the Colonies, laid before this House by his Excellency the Lieutenant-governor, and again in the present session on the same grounds, and the course adopted by this House in this respect was further approved by another despatch from the Secretary of State for the Colonies, laid before this House by his Excellency the Lieutenant-governor, a few days subsequently to the rejection of the said Bill in this session; and the Bill for the regulation of the Fishery Reserves of this island, in the sessions of 1839, 1840, and this present session, was amended in this House, and with said amendments sent down to the House of Assembly for their concurrence, but which amendments were in each session by them disagreed to, and the Bill itself thrown out, without previously desiring a conference with this House, to signify their disagreement to such amendments, contrary to parliamentary practice, the regular course being, under such circumstances, to have desired a conference with this House, and therein to have stated that they had disagreed to the said amendments, and then to have returned the Bill to the committee of this House, in order to afford this House an opportunity of considering whether they would adhere to their amendments, or whether they would agree to the Bill in its original form, as sent up by the House of Assembly: Therefore, resolved, that in the rejection of the two first-mentioned Bills, this House exercised a proper and sound discretion; and with regard to the Fishery Reserves Bill, this House was precluded from exercising any discretion whatever by the unparliamentary proceeding adopted by the House of Assembly; and as to that part of the Resolution which expresses a doubt whether the Legislative Council would concur "in any Address making any close approach to any real redress of grievances:"

Resolved, That the Resolution itself clearly shows how impossible it would be to concur in an Address framed in accordance with such Resolution, implying as it does, that the Address and representations of the House of Assembly are exaggerated,—a course of proceeding to which this House can never be parties, it being in their opinion highly derogatory to any legislative body to misstate or exaggerate facts, in making representations to the Imperial Government, which should contain nothing but absolute truth.

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#### Enclosure 6, in No. 3.

In the House of Assembly, Saturday, April 24, 1841.

Encl. 6, in No. 3. To the Right Honourable and Honourable the Knights, Citizens and Burgesses of Great Britain and Ireland, in Parliament assembled.

The PETITION of the House of Assembly of Prince Edward Island.

Most respectfully sheweth,

THAT last year a Petition from the House of Assembly was presented to your Honourable Body, and it was understood, from the reports of the proceedings in Parliament, that the colonial minister had expressed himself determined, in one way or other, to redress the grievances complained of.

That the Lieutenant-governor of this colony has laid before your Petitioners a despatch, received from the colonial minister, stating, that "although this question originates in motives of private interest, shared equally by landlords and tenants, it assumes, in effect, the character of a public question, and as such must be treated. It is Her Majesty's earnest desire to remove every just cause of complaint in all parts of her dominions; Her Majesty has been, accordingly, pleased to desire me to enter into communication with the resident proprietors in this country, with a view to learn whether, by any further proposition on their part, means may be found to determine a question which has for so long a period agitated the colony."

Your Petitioners crave leave to state, that from the oppressive policy long practised by those who style themselves proprietors (but who are, in reality, only the holders of claims to



to the townships of this island, which claims were long since liable to forfeiture), your Petitioners have no reason to expect that those individuals will voluntarily accept such amount of compensation for these claims as would be in proportion to the value of the land, or in the power of the colony to make good.

The House of Assembly beg to state, that the history of the management pursued, in regard to these claims, is to be found at length in the Journals of the House of Assembly for 1833, 1834 and 1835, as well as in the Resolutions of the present House, and is concisely stated in the report of the late Earl of Durham, and in the evidence thereunto appended—particularly the letter of his Excellency the present Lieutenant-governor of this colony.

And as the measures proposed by this House, for the settlement of the colony, have been rejected by the Legislative Council, and as, from the Resolutions passed this session by the House of Assembly, as well as in the sessions of 1839 and 1840, it will appear that there is no prospect of their agreeing; and from the whole facts of the case, it is evident that the proprietary constitution of the colony, like that of Carolina, Pennsylvania, Maryland, and all other proprietary colonies, cannot either operate beneficially, or amend any of the evils resulting from such constitution—and much less, the principal evil, which is, the thralldom of the cultivators—and therefore we most humbly crave your Honourable Body to amend that principal evil, the source of so many others.

Your Petitioners beg again this time to state, that if the population of this island be put, in respect of the tenure of land, on an equal footing with the other colonies, or on any footing, so that they may live free from perpetual harassment, they believe the country will, for the sake of such boon, effectually secured, at present forego any of the well-founded complaints against the undue influence which the Legislative Council exercises, in regard to all other matters within the colony—though, while such are alleged to be grievous in so many other colonies, they are more especially galling and insulting in this.

Your Petitioners, with the view of putting your Honourable Body in possession of the matter, have caused to be printed certain documents, showing the principal facts of the case, but if any part, which to those in this island may seem fully proved, shall to your Honourable Body appear doubtful, we pray that you will not, on account of such defect, reject our petition, but will give opportunity to supply what may be judged wanting.

And as the representatives of the people of Prince Edward Island, we do most respectfully, and yet with all earnestness, beseech and implore the Honourable the House of Commons so to order the matters submitted, that the people may cultivate the wilderness with a fair prospect of retaining it; that the soil of this island—situated under the same rigorous climate as that of Nova Scotia and New Brunswick, and which during more than five months in the year is covered with snow, and during that same period is, by an icy barrier around the shores, precluded from any possibility of tillage or of export or import—may no longer be so managed as that those who bring into cultivation the wilderness shall be under perpetual bondage to those who use a territory (unadvisedly granted to them, under conditions which they have never fulfilled, and all liable to forfeiture,) solely for their own pecuniary and political aggrandizement.

And, as in duty bound, your Petitioners shall ever pray.

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— No. 4. —

(Confidential.)

EXTRACT of a DESPATCH from Lieutenant-governor Sir *Charles A. Fitzroy* to Lord *John Russell*, Government House, Prince Edward Island, 5 May 1841.

My despatches of the 3d and 4th instant (Nos. 13 and 14), will have made your Lordship fully aware of the proceedings of the Legislature of this island during the late session, and of the feeling which exists among the majority of the House of Assembly, relative to the land question.

My confidential despatch of the 7th of May 1839, entered into a complete detail of the origin and progress of the disputes between the proprietors and tenants, and of the advantage that had been taken of the general ignorance of the tenantry by certain designing members of the House of Assembly, to influence their minds against the proprietors, and to lead them away by delusive hopes, that by persevering in a system of agitation and resistance to the payment of rents, they would eventually obtain free grants of their farms; I need not, therefore, trouble your Lordship now with any recapitulation on that subject.

But I feel that your Lordship has a right to require that I should express my opinion without reserve upon the state of this question as it at present stands  
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PRINCE EDWARD  
ISLAND.

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No. 4.  
Extract Despatch from  
Lieut.-governor  
Sir C. A. Fitzroy  
to Lord John  
Russell,  
5 May 1841.

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ISLAND.

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(particularly as the House of Assembly have forwarded a Petition to Mr. Hume, to be presented to the House of Commons), and that I should endeavour to suggest some practicable means of putting a final stop to the excitement which has so long prevailed, to the serious injury of the interests of all classes in this community, and of none more than the deluded tenantry themselves.

Before, however, I give my opinion or propose a remedy for this evil, I feel it necessary to request your Lordship to bear in mind that there exists no parallel or analogy between this colony and any other in British North America, and therefore that the same rules applicable to the general government of those colonies will not in all cases suit this. In the other colonies the people have complained of real or fancied political grievances, which have led to collisions between the executive and the representatives of the people: here the people have no political grievances, and make no complaint of the manner in which the government is administered. The only point in dispute is the terms on which they hold their lands, and the discontent is confined to the tenantry alone; to this body nine-tenths of the constituency belong. The franchise approaches nearly to universal suffrage; while the qualification of a member of the House of Assembly is the possession of either freehold or leasehold property to the amount of only 50*l.* currency—not more than 35*l.* sterling. I may add, that in the other colonies—I allude to Nova Scotia and New Brunswick—the leaders of the Assembly are men of education and property; and all the members, however much they may be divided in opinion upon political subjects affecting the general welfare of their respective colonies, are men who have considerable stakes in them, and are of respectable callings; while here the majority of the Assembly have been chosen from the lowest and most ignorant class, men without property and without education.

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There is another inducement, also, and a very powerful one, which leads persons of indifferent character and small means to endeavour to secure seats in the Assembly, viz., the pay which they are in the habit of voting themselves at the close of each session, and which is an object of very great consideration with by far the larger portion of the present House of Assembly. I am not aware of any power derived from the constitution of the colony which authorizes the members to vote themselves pay. There is no Act of the Legislature giving them this power, and I believe it is entirely derived from precedent and custom, both of comparatively recent date, as I find by the Journals of the Assembly that no pay was voted from the year 1812 to the year 1825, since which period it is notorious that the House of Assembly has declined materially in respectability. As a proof that their pay is a paramount object with the majority of the present House, I may mention the fact that every item in the Appropriation Bill sent up from the Assembly to the Council in the recent session, and objected to by the latter, (there were several, including one voting 150*l.* to Mr. Hume), was immediately and without hesitation struck out by the Assembly, solely from the fear that if they refused, the Council would throw out the Bill, and that without it they would lose their pay.

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At the present day it would be useless to inquire whether the proprietors or the tenants were originally most to blame, although there can be no doubt that, as has often occurred in cases of greater importance, the want of timely concessions and redress of real grievances on one side has led to extravagant and unreasonable demands on the other. My duty now is to point out such a course as may, I trust, enable your Lordship to terminate the disputes which have up to this time most unfortunately prevailed.

Your Lordship has given your opinion, that any attempt on the part of the Crown to purchase the lands from the proprietors is impracticable, and you have decided that the terms proposed by Mr. G. R. Young, which were transmitted to me in Lord Glenelg's despatch of the 16th of March 1838, should be the basis on which Her Majesty's Government would recommend that the question at issue between the proprietors and tenants should be arranged. Bearing in mind this recommendation, I feel it my duty to state that, at length, the proprietors in general have complied with these terms. I trust, therefore, that the question may now be set at rest, as far as the Government can effect that object.

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—No. 5.—

PRINCE EDWARD  
ISLAND.

(No. 57.)

COPY of a DESPATCH from Lord *John Russell* to Lieutenant-governor  
Sir *C. A. Fitzroy*.

Sir,

Downing-street, 25 June 1841.

No. 5.

I HAVE to acknowledge the receipt of your despatch, marked "Confidential," of the 5th of last May, in which you explain your views of the manner in which the controversy between the proprietors and tenants in Prince Edward Island may be terminated.

Despatch from  
Lord John Russell  
to Lieut.-governor  
Sir C. A. Fitzroy,  
25 June 1841.

I have to acquaint you in answer, that Her Majesty's Government having reviewed the whole progress of the discussion regarding the tenure of land, have arrived at the following conclusions :—

First, That the original terms of settlement were impracticable, and that any escheat at the present day, on the ground of the failure to fulfil such conditions, would be unjust.

Secondly, That Her Majesty's Government consider it right to state, that the Crown has not at its disposal any funds out of which the lands could be purchased by the Crown, to be afterwards sold or granted to the tenants.

Thirdly, That the terms proposed by Mr. G. R. Young, or terms equivalent to those, seem to have been acceded to by the great majority of proprietors.

Fourthly, That, under these circumstances, the best course which Her Majesty can recommend is, that the Assembly and Council should turn their attention to the improvement of the resources, and the encouragement of the growing wealth, of Prince Edward Island, and leave to the gradual operation of time the settlement of a question, which offers no sound footing for direct legislation.

Lastly, I have to state, that Her Majesty is not disposed to blame any party for the mode in which this discussion has been prosecuted ; but Her Majesty's anxiety for the welfare of the province makes Her desirous to see the termination of a fruitless and irritating contest.

I have, &amp;c.

(signed) *J. Russell*.

—No. 6.—

(No. 58.)

COPY of a DESPATCH from Lord *John Russell* to Lieutenant-governor  
Sir *C. A. Fitzroy*.

Sir,

Downing-street, 28 June 1841.

No. 6.

I HAVE to acknowledge the receipt of your two despatches, Nos. 13 and 14, of the 3d and 4th of May, the former containing your report upon the proceedings of the last Session of the Legislature of Prince Edward Island, and the latter enclosing a series of Resolutions of the House of Assembly relating to the state of the colony, together with the counter Resolutions of the Legislative Council, and the copy of a Petition from the House of Assembly to the House of Commons, the original of which has been intrusted to Mr. Hume to present.

Despatch from  
Lord John Russell  
to Lieut.-governor  
Sir C. A. Fitzroy,  
28 June 1841.

I have to convey to you the expression of my thanks for the copious explanations with which you have furnished me in respect to the various subjects referred to in the Resolutions of the House of Assembly, and in regard to the Petition to the House of Commons. I do not, however, consider that it is incumbent on me to advert to the different topics comprised in these papers, having, on the principal question relating to the lands sufficiently explained to you in my despatch, No. 57, of the 25th instant, what were the views of Her Majesty's Government ; I confine myself, therefore, on this occasion to the remark, that I have no further proposition to make, and that I regret to see such a fruitless prosecution by the Assembly of measures on which the opinion of Her Majesty's Government has been so frequently and decisively expressed.

I have, &amp;c.

(signed) *J. Russell*.

PRINCE EDWARD  
ISLAND.

—No. 7.—

(No. 16.)

COPY of a DESPATCH from Lieutenant-governor Sir C. A. Fitzroy to  
Lord John Russell.No. 7.  
Despatch from  
Lieut.-governor  
Sir C. A. Fitzroy  
to Lord John  
Russell,  
4 May 1841.Government House, Prince Edward Island,  
4 May 1841.

My Lord,

I HAVE the honour to transmit an humble Address of the House of Assembly of this island to The Queen, complaining of the high price set on Crown lands, and "praying Her Majesty to order me to use my discretion as to the price and disposal of Crown lands in this colony to actual settlers;" together with an Address to myself, requesting me to recommend the subject matter of it to Her Majesty's Government.

I have referred the Address to Her Majesty to the Surveyor-general, and I take the liberty of enclosing a copy of that officer's report for your Lordship's information; it will be seen from the Surveyor-general's letter that a similar application was made by the House of Assembly in 1836, when Lord Glenelg transmitted those discretionary instructions which have since governed the sales of Crown lands in this colony: these lands, however, are now of very limited extent and value, and in the event of any portion of them being required for actual settlement, your Lordship will probably sanction their disposal at such prices as I, in conjunction with the Surveyor-general, may deem reasonable.

I have, &amp;c.

(signed) C. A. Fitzroy,  
Lieut.-governor.

10 May 1841.

Enclosure 1, in No. 7.

To The QUEEN's most Excellent Majesty.

Encl. 1, in No. 7.

Most Gracious Sovereign,

WE, Your Majesty's faithful Commons, the House of Assembly of Prince Edward Island, humbly beg leave to renew the expressions of those sentiments of attachment and loyalty which they have ever evinced towards Your Majesty's Person and Government, and most humbly to represent,—

That in the year 1831 Your Royal predecessor was pleased to order the small portion of Crown lands left ungranted in this colony, to be disposed of at public sale to the highest bidder; that by means of such sales, persons in the royalty of Prince-town, whose misfortunes, years ago, had compelled them to clear the forest for a subsistence, were, by the order of 1831, obliged to purchase lots which they had thus cleared, or compete at public auction for the very land which their labour had made much more valuable, thus compelling such persons to pay additional sums for their own labour and the improvement of the colony; that the Crown lands in the towns and royalties (now that the greater number of the best lots are sold) are set up at high prices, which, however willing the Government of the colony are to abate, yet it does not appear that they are empowered either to grant any portion of land improved by the colonists prior to the aforesaid order of 1831, at a fixed rate, as they shall judge proper, or to enforce conditions of improvement on parties purchasing at the Government sales, which would work advantageously for the colony.

That an extraordinary high price is set on the portions of Crown lands in the several townships of this colony, without any just cause, as must be evident from the fact, that Crown lands of equal fertility, and in the vicinity of better markets for the sale of agricultural produce in the adjacent counties of Picton, Colchester and Cumberland, in Nova Scotia, are sold at from 2s. to 3s. per acre, whilst 20s. per acre is demanded for Crown lands in this island.

May it therefore please Your Majesty to take these subjects into Your gracious consideration, and to order his Excellency the Lieutenant-governor to use his discretion, as to the price and disposal of the Crown lands of this colony to actual settlers.

House of Assembly, 8 April 1841.

W<sup>m</sup> Cooper, Speaker.

Enclosure



## CORRESPONDENCE : PRINCE EDWARD ISLAND.

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## Enclosure 2, in No. 7.

PRINCE EDWARD  
ISLAND.

To his Excellency Sir *Charles Augustus Fitzroy*, К.Н., Lieutenant-governor and Commander-in-Chief in and over Her Majesty's Island of Prince Edward, &c. &c. &c.

May it please your Excellency,

THE House of Assembly having had under consideration a Petition of divers inhabitants of Prince-town royalty, on the subject matter of the disposal of the Crown lands in this island, and having adopted an Address to Her Majesty on the subject, the House beg your Excellency to be pleased to forward the same to be laid at the foot of the Throne: at the same time that the House of Assembly beg to renew those expressions of regard and esteem to which your Excellency is so justly entitled, it humbly requests your Excellency's personal approval and recommendation of the subject matter of the Address to Her Majesty.

House of Assembly, 10 April 1841.

W<sup>m</sup> Cooper, Speaker.

Encl. 2, in No. 7.

## Enclosure 3, in No. 7.

Sir,

Surveyor-general's Office, 1 May 1841.

I HAVE the honour to acknowledge the receipt of your communication, calling on me for a report on a Memorial from the House of Assembly to Her Majesty, complaining of the high prices at which Crown lands are set up for sale, and "praying that his Excellency the Lieutenant-governor may be ordered to use his discretion as to the price and disposal of the Crown lands of this colony to actual settlers."

Encl. 3, in No. 7.

I cannot avoid expressing my surprise that the House of Assembly should have decided to address Her Majesty on this occasion, as, by reference to their own Journals of 1837, it will be seen by a despatch from Lord Glenelg, bearing date the 7th April 1836, in answer to a Memorial of the House of Assembly on the same subject, that the prayer of their present Address has already been conceded, and in consequence an abatement was made on an average of 10 per cent. on the prices at that time established.

The upset prices of pasture lots in the royalty of Prince-town, more particularly complained of by the House of Assembly, come, I consider, within the meaning of lands referred to in Lord Goderich's despatch of the 28th January 1833, wherein his Lordship directs that "when lands are situated in towns or in positions convenient for wharfage, or with peculiar advantages as to existing markets, the upset price at any sale of them must of course be higher than the ordinary upset price."

I beg to state, as a proof that the Crown lands are not over-valued, that at all the sales thereof, except the last, the whole of the lands advertised were disposed of, and most of them at a considerable advance upon the upset prices. The last public sale of Crown lands took place at Prince-town, when thirteen lots of eight acres each were advertised; nine of these lots were sold at the upset price; for the remaining four no offer was made; a subsequent offer has been made for these lots, but at a less price, and I do not feel myself justified in advising the Lieutenant-governor to reduce the present upset price, as I am of opinion that these lots are of equal value with those sold, and when it is considered that the purchaser receives the grant free of any charge of office-fees and the usual conditions of quit-rent, the upset price of 27s. sterling per acre cannot be considered extravagant.

No application has lately been made for township lands, and as the small portion remaining in the Crown is of inferior value, I shall advise the Lieutenant-governor to reduce the upset price, should any application be made for it.

With respect to the hardship complained of by the House of Assembly, of settlers having to compete at public auction for the lands they have cleared, this can only occur in cases where the settler has taken possession of Crown lands without authority.

I have, &c.

The Hon. T. H. Haviland,  
Colonial Secretary,  
&c. &c. &c.

(signed) *Geo. Wright*,  
Surveyor-general.

## —No. 8.—

(No. 62.)

COPY of a DESPATCH from Lord *John Russell* to Lieutenant-governor  
Sir *C. A. Fitzroy*.

Sir,

Downing-street, 26 July 1841.

I HAVE received your despatch, No. 16, of the 4th May last, enclosing, with other documents, an Address to The Queen from the House of Assembly of Prince Edward Island, complaining of the high price set on Crown land, and praying that you may be ordered "to use your discretion as to the price and disposal of Crown land in the colony to actual settlers."

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You

No. 8.

Despatch from  
Lord John Russell  
to Lieut.-governor  
Sir C. A. Fitzroy,  
26 July 1841.

PRINCE EDWARD  
ISLAND.

You will have the goodness to inform the House, that I have had the honour to lay their Address before The Queen, who was pleased to receive it very graciously, and to command that it should be referred for the consideration of the Commissioners for Colonial Lands and Emigration: those Commissioners have since made their Report on the subject, and I have now to communicate to you, for the information of the House of Assembly, the conclusions which Her Majesty has been pleased to adopt and sanction.

The Commissioners are of opinion that there is no sufficient reason for interfering with the discretionary power of regulating the price of Crown land already vested in the Governor, and that you have acted judiciously in not reducing the price so long as sales continue to be effected. Fully concurring in the caution conveyed in the despatch of Lord Glenelg, of the 7th April 1836, the Commissioners express a hope that you may not, for the present, consider it desirable to lower the established prices of any description of land, notwithstanding the appearance of indisposition on the part of the inhabitants to purchase the waste land, or to pay the price demanded for it. Adverting to the very limited extent of the Crown land, and especially to the growing desire of British capitalists to invest their money in the purchase of colonial lands, the Commissioners think that in a colony so advantageously situated as Prince Edward Island, prices, proved by experience to be not unreasonable, cannot fail to be ultimately realized.

With regard to the terms on which unauthorized occupiers of Crown land should be allowed to acquire titles to their farms, the Commissioners conceive that, as in other colonies, this class of persons should, in Prince Edward Island, have a right, in preference to all other persons, of purchasing the lands occupied by them, and should be required to pay no more for them than what would otherwise have been the minimum price at which they would have been offered to public competition. This rule would offer no undue encouragement to a class of men who are serviceable in advancing the settlement of a colony, while it would secure to them the enjoyment of the fruits of their industry and investment of capital.

Adopting the preceding conclusions of the Commissioners, Her Majesty is pleased to direct that they be made known to the House of Assembly, as comprising the answer which Her Majesty thinks it right to return to their Address.

I am, &c.

(signed) *J. Russell.*

— No. 9. —

No. 9.

Extract Despatch  
from Lieutenant-  
governor  
Sir H. V. Huntley  
to Lord Stanley,  
22 May 1842.

(No. 33.)

EXTRACT of a DESPATCH from Lieutenant-governor Sir *Henry Vere Huntley* to Lord *Stanley*, dated Government House, Prince Edward Island, 22 May 1842.

HAVING now received from the Speaker the Resolutions agreed to by the House of Assembly just previously to the prorogation upon the 16th of April, I have the honour to transmit them, with any remarks thereon, proposing to examine them in succession.

No. 1.

1st Resolution.

The first Resolution states, that the Assembly can see no reason to depart from any of the Resolutions passed in the House of Assembly between the year 1839 and the present period. On referring to the Resolutions and other papers upon the "state of the colony," emanating from the Assembly during that time, your Lordship will find that the tenantry have been represented as suffering under the greatest distress, utterly unable to meet the rent demands of the landlords, and the prosperity of the colony altogether obstructed in its advance, in consequence of the manner in which the land is held by the proprietors. In opposition to these statements, I beg leave to call your Lordship's notice to my despatch of the 27th of April, and also to the Address to Her Majesty by which it was attended. This Address prays that Her Majesty will be pleased to make an additional grant of 500*l.* towards the building of a lunatic asylum, expressly because, since the original grant in 1840, land in the vicinity of Charlotte-town had nearly doubled its



its value. Here is an admission of a wonderful advance in the ability of the inhabitants to purchase; and, therefore, as, according to the Address, this increase in value has been effected in two years, an extraordinary prosperity, instead of distress, may be unquestionably inferred; for it is not to be supposed that the value of land has nearly doubled itself only in the vicinity of Charlotte-town, and remained stationary elsewhere in the colony. But the House of Assembly might more forcibly have shown the advance in the price of land; and I am happy to have it in my power to corroborate their statement on this point, by informing your Lordship that since my arrival a lot of 12 acres, which not more than 16 months ago was purchased for 114*l.*, has been this year sold for 480*l.*, the whole having been bought by men engaged in the common labour of the town; also a farm of 180 acres, about five miles distant, has been bought for 1,000*l.* by the tenant who had previously farmed it during seven years, he having been nothing more originally than a labouring farmer, and his means arising entirely from his own industry and prudence. In both these instances the terms of the purchase have been completed according to the agreement, which obliged the chief part of the purchase-money to be paid at once.

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These, my Lord, are not solitary cases painfully collected to answer a purpose, but illustrations of customary occurrences in this vicinity, to which those of a more distant locality bear a fair comparison. By this it appears, then, that the poorer classes, whether labourers or tenantry, have, by the adoption of industrious and prudent habits, been able to acquire sufficient sums of money to enable them to make considerable purchases of land; and this ability, arising either from the employment of the one or purchase of the produce of the other by the richer orders, argues prosperity. But the House of Assembly, although stating the alteration in the value of land, cannot see cause to alter their view of the state of the colony taken in 1839, and subsequently.

In the second resolution, the House states the despatch of the Right honourable Lord John Russell, dated the 25th of June 1841, to be in direct contradiction to several prior despatches and expressed opinions; and the House begins by declaring that his Lordship's conclusion as to the impracticability of the original conditions of the grants is in opposition to the statements of the House of Assembly of 1797: which I apprehend it may be, without lessening the value of his Lordship's conclusion. This conclusion is also stated to be opposed to the admission contained in the despatch of Lord Hobart, replying to these statements of 1797. Referring to the said despatch, dated the 6th of August 1802, your Lordship will not find the conclusion of Lord John Russell to stand in opposition to any word of it. The despatch of Lord Hobart describes the course to be adopted with regard to quit-rents, and recommends a Bill upon the subject; and, with regard to the escheat question, directs the practice of other neighbouring colonies to be followed; but in no instance does Lord Hobart even allude to the impracticability of the original conditions, and therefore does not advert to the inequity of escheating, because they were not fulfilled. The conclusion of Lord John Russell is also said to be opposed to the Act of the Legislature of 1803. This Act, 2 Will. 4, c. 19, went to the extent of establishing a Court of Escheat, and was not, as recommended by Lord Hobart, a mere adoption of another system, indicating and embracing the question of escheat.

With regard to this despatch of Lord Hobart, it appears certainly correct that there was a desire to adopt the practice of the neighbouring colonies upon this subject, and it contains directions to report from time to time any steps that may have been taken with reference to lands upon which the conditions of the grant had not been fulfilled; but it does not any where appear that Lord Hobart had been made aware of the impossibility of the grantees complying with the terms of the grant; and I beg to submit that it has never been shown that the grantees of the neighbouring colonies ever remonstrated against an escheat of their grants, and that therefore it is fair to conclude that they could have complied with the conditions, but had not done so. This forms a striking difference between the conduct of the grantee of this colony and the grantee of those in the neighbourhood.

When the escheat fell upon the townships 15 and 55, the Crown exercised its prerogative; but I apprehend the Crown has a full right to decline exercising its prerogative at pleasure, and more especially so when, from more minute examination

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nation of the question, it had appeared that the act of escheat would be an inequitable act, because the conditions laid upon the grantee were impracticable; for, although the Government of that day certainly intended to give the lands as they were given, yet it could never have been intended that the grantee should have been harassed by terms which could not be executed, and therefore to escheat upon such terms would be unjust.

Admitting that ten years were given by the despatch of Lord Bathurst, conveying thereby power to the grantees to settle their lands with a class of persons different from those required by the original grants; and that at the expiration of those ten years in 1827, it was still found that the lands had not been settled as required, still, my Lord, I think forbearance was due to the grantee, for the island at that time was chiefly known from the failure of every attempt to settle it; and emigrants, with the attractions of the Cape of Good Hope and Australia before their view, were very unwilling to accept the severe climate of North America: the time was too short to remove the injury inflicted upon the reputation of this island by the previous failure of every endeavour to settle it.

It is not necessary to occupy your Lordship's time by going through the remainder of the documents to which the despatch of Lord John Russell is said to be opposed, but it is proper again to observe, that in no instance does the passage of that despatch, as cited by the House of Assembly, offer contradiction to them; in no document alluded to is it stated that the terms were practicable, and therefore that an escheat would be just; and this statement must be shown to exist before the charge against his Lordship's conclusion can be substantiated.

I would, however, before leaving the second Resolution, beg to call your Lordship's attention to the reasoning of the House of Assembly when they state that Lord John Russell's conclusion as to the injustice of escheating, where the terms were found to be impracticable, is in opposition to "Lord John Russell's own opinion at one time," as a proof of which they quote from another of his Lordship's earlier despatches the following passage upon the question of escheat, which, his Lordship says, "is a public question, and as such must be treated;" it might have occurred to the House that it had in the interval between these despatches been treated as a "public question," and that the "conclusion" of Lord John Russell, contained in the despatch of the 25th June 1841, was the result of the deliberation upon it, although the House of Assembly would seem to think either that a subject once made a public question cannot terminate at all, or only when the decision of the superior agrees with that of the inferior power.

3d Resolution.

The third Resolution begins by stating, "that the House of Assembly have not desired an escheat solely on the grounds of the failure to fulfil the original terms of settlement, but principally on account of the exorbitant rents demanded by the proprietors," &c.; I submit that the House, in giving this explanation of the principal cause of their desire for an escheat, have shown also a desire to establish a court, with powers altogether beyond those of a court of escheat; a court of escheat could only recognize the departure from conditions as cause for escheating; but the House desires that it should also make the exaction, or oppression, of the proprietor towards the tenant a ground upon which an escheat might be pronounced; the House of Assembly desire a general escheat; now, by their own reasoning, wherever "exorbitant rents" were not demanded, an escheat ought not to be desired by the House; but to carry out the meaning of this Resolution, a total revision of the laws upon escheat would be necessary; indeed it would be necessary to make new laws, and then act retrospectively upon them.

However, my Lord, the House have now a new obstacle to overcome, and one which I feel convinced has made them change the ground upon which they have heretofore appealed for an escheat: formerly it was non-fulfilment of conditions; now it is "principally" on account of exaction on the part of the proprietor; their position upon non-fulfilment is no longer tenable, for, by the census, completed and printed in 1841, with the exception of Township No. 10, (the property of David Stewart, esq., residing in England), every other township throughout the island is settled according to the conditions of the grants: this fact seems to set the question at rest.

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The fourth Resolution states, that the terms proposed by Mr. G. R. Young were rejected by the House of Assembly, as any proposition would have been not going to the full extent of escheat, however much it might have been recommended by Her Majesty's Secretary of State for the Colonies.

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4th Resolution.

In answer to the fifth Resolution, I beg to refer your Lordship to the information conveyed in my observations upon the first Resolution, showing that tenantry, and even labourers, have, by industry and prudence, been enabled to effect very considerable purchases, a practice so little uncommon as to establish the allegation of the existence of distress and oppression extremely exaggerated, and not at all general. The back rents, under the liability to pay which the tenantry have placed themselves, is a heavy burden which the tenantry have acquired by attending to the advice of those who induced them to believe that by refusing payment of rent they were acting legally, and this advice was given by men as mischievous as ever disturbed a country, but who were sufficiently artful to induce amongst the population the belief that opposition to the laws was the surest course to independent possession of the land now held by them as tenantry.

5th Resolution.

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It would be needless to occupy your Lordship's time in reviewing the Resolutions Nos. 6 and 7, the purport of both having been already so fully under discussion with Her Majesty's Government, and there appearing nothing in them but the reiteration of old argument, unsupported by any thing fresh; I will only observe, that I think the ensuing elections will prove how very little the "despatches" alluded to "are prejudicial to the colony," and how very little they "operate upon the hopes and fears" of any persons in the manner described in the seventh Resolution.

6th and 7th Reso-  
lutions.

Upon the eighth Resolution I have to remark, that the prayer which it contains for the appointment of commissioners from Nova Scotia, or New Brunswick, is, in my opinion, totally uncalled for; first, because the grounds for claiming an escheat no longer exist; secondly, because the tenantry are now not only paying their rents, but to a certain degree paying up back rents; and thirdly, because the discontent which prevailed has now subsided, the people being sensible of the errors into which a few designing men had led them.

8th Resolution.

I have, my Lord, the assurances of several of the proprietary agents in corroboration of my statements, and I have a return before me, showing that where, in 1839, (the hottest period of escheat agitation) only 2*l.* 14*s.* was paid upon rent account, in 1841 there has been received from the same property 136*l.* 16*s.*; and in many cases the back rents have been, at the request of the tenant, allowed to remain unpaid, to enable the said tenant to erect some building, or otherwise improve the property,—a course which the agent felt would be more for the interest of his employer than the receipt of the rent, and consequent prevention of the improvement proposed.

It is a prayer, also, conceived in injustice, the Crown having given the land upon certain conditions, which, with one exception, have been fulfilled: how can the Crown be now called upon to appoint commissioners to appraise the land, and, deciding upon the value arbitrarily, fix a rent for land over which it has no power, after the terms of the original grant had been fulfilled? And as to the necessity of securing, by the intervention of a commissioner, to the tenant the value of improvements made by his own exertions, I would beg to suggest a far more simple process, namely, paying his rent with regularity; for having a long lease always, often one of 999 years, so long as he pays his rent, the law, which he has of late been so mischievously advised to oppose, will secure to him all his improvements. I must look upon this prayer for the appointment of commissioners as the mere effort of a faction pledged to keep the question of escheat and settlement before the population for the sole purpose of continuing dissension.

In reply to the ninth Resolution, which observes, "While the law for re-vesting forfeited lands in the Crown is suspended in this colony, and the law for the recovery of rents for such lands is carried into operation, &c.," I have to observe, that what the House of Assembly is pleased to call "the law," is nothing else than the prerogative of the Crown, which the Crown may unquestionably exercise

9th Resolution.

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cise or not, at its pleasure. The House of Assembly has no power or right to call upon the Crown to exercise that prerogative against its will, and still less so against a sense of justice.

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14th Resolution.

Nos. 2 and 3.

In the 14th Resolution it is stated, "That the land assessment imposed by an Act passed in 1837, for 10 years, has been of no service whatever to induce the proprietors to settle the present tenantry and occupants, or to settle the wilderness lands;" your Lordship, by referring to the statistical returns of 1833, and the same of 1841, will be informed, that between those periods 222,000 acres of land have been sold and occupied, and that the population has increased nearly 15,000 in number; the Land Assessment Act has been in operation since 1837, and was passed with the view of forcing the proprietors to settle their wild lands, which the House says it has not succeeded in doing; then it is fair to presume, that some natural circumstances, highly favourable to the island, and in spite of all the oppression and other evils described by the House as overwhelming the colony, have effected that which the artificial effort of the Legislature could not. It is difficult to imagine why the Assessment Act should have been declared inoperative by the House, without noticing the gratifying fact, or assigning any reason in explanation of so extraordinary an increase, both in occupation of land and population, in a country whose prosperity, the House says, is obstructed by injustice and oppression.

15th and 18th  
Resolutions.

The 15th Resolution is of little import; and upon the subject of the 18th, I have already had the honour to address your Lordship.

16th Resolution.

The 16th Resolution is worthy of some explanation, which will tend to show at once the peculiar disposition and incapacity of the House of Assembly of 1842, in its majority; this Resolution was, in its origin, brought forward by Mr. Palmer, member for Charlotte-town, as an amendment, to negative all the other Resolutions, and in that shape terminated at the words "irredeemable burden;" when it was itself amended by Mr. Clarke, member for Prince-town, who proposed that the words "which public measures have been supported by the proprietors and their abettors," should be added after the word "burden;" this proposition was eagerly adopted by Mr. Clarke's supporters; and though its folly was pointed out by an opposition to it, yet Mr. Clarke not only carried his proposal, but also by a subsequent vote advanced the amended amendment into the list as a Resolution; by which the House of Assembly declares that the proprietors themselves actually support all "public measures tending to render insecure the titles to landed estates;" probably no legislative body ever before discovered the possession of so much inaptitude as has been displayed by the House of Assembly on this occasion.

Resolution proposed by Mr. Rae, carried, but not given with the owners, although upon the Journals of the House.

Then follows another Resolution, introduced by Mr. Rae, ironical in its meaning, and only tending to show that passion was dictating a disgraceful termination to a House of Assembly, the majority of which had encouraged every view destructive to the rights of property, while at the same time it exhibited a lamentable absence of disposition and capability to engage in useful legislation until the very last session.

17th Resolution.

This Resolution represents generally the view taken by the House of the colony; there appears to be little in it that has not already been before Her Majesty's Government; and I cannot but remark, that if there is any depression in the condition of the colony, that might not have been contemplated as arising from a climate which denies the power of engaging in the labour of the soil during at least half each year, it is to be attributed solely to the too successful endeavours of designing men to entice the population into the pursuit of results springing from inequitable demands, of which the same population have been made sensible, and are now, I think, seriously attempting by industry to extricate themselves from the difficulties in which they have been involved by their advisers.

No. 4.

It would only be uselessly occupying your Lordship's time by descanting upon the two Addresses which I have the honour to transmit; the examination of the Resolutions equally apply to the Addresses, which are indeed founded upon the Resolutions.

Enclosure



## Enclosure 1, in No. 9.

PRINCE EDWARD  
ISLAND.

PRINCE EDWARD ISLAND.

In the House of Assembly, 11 April 1842.

RESOLUTIONS reported from the Committee of the whole House, on the State of the Colony, and adopted by the House.

Encl. 1, in No. 9.

1. **RESOLVED**, That it is the opinion of this committee, that they see no reason to depart from any of the Resolutions, as to the state of the colony, passed in the sessions of 1839, 1840, 1841, nor from any of the representations contained in the Addresses forwarded to the Colonial Secretary and the House of Commons in those years.

2. Whereas Lord John Russell, Her Majesty's Principal Secretary of State for the Colonies, in a despatch to Sir Charles A. Fitzroy, bearing date the 25th June 1841, contains a conclusion to which Her Majesty's Government has come, in reference to the question of escheat; viz. that the original terms of settlement were impracticable, and that any escheat at the present day, on the ground of the failure to fulfil the conditions in the original grants, would be unjust—which said conclusion is in direct contradiction to the statements made by the House of Assembly in 1797—to the admission contained in Lord Hobart's despatch in answer thereto, dated in 1802—to the Act of the Legislature in 1803, passed as recommended by the said despatch of 1802, the disallowance of which has never yet been satisfactorily accounted for—to the Resolutions of the House of Assembly in 1805—to the proceedings taken by Government against townships 15 and 55, in 1816—to the despatch of the Earl of Bathurst, with the Prince Regent's proclamation of 1818, granting an indulgence to the grantees and proprietors for ten years from 1816, allowing the lands to be settled by British subjects in the same proportion as originally intended with foreign Protestants—to the actual state of the population in several townships at the expiration of the said indulgence in 1827—to the opinions of the Crown Officers in 1832, taken by the then House of Assembly—to the Act of 1833, intituled, "An Act to encourage the Settlement and Improvement of Lands in this Island, and to regulate the Proceedings of a Court of Escheats therein;" which Act was disallowed, not because the terms of settlement were impracticable, but because the said Act might fetter his Majesty in the free exercise of his royal prerogative—to the reasons given for passing the several Acts for levying an assessment on all lands—to the report of the Earl of Durham to the Imperial Parliament in 1839—to the admission in the despatch of Lord Stanley, Lord Goderich and Lord Glenelg, from 1831 to 1840—and to the published admission of Governors Fanning, Smith, Ready, Young, Harvey and Fitzroy—to the practice pursued in the old colonies, and in the neighbouring, and also stated to be pursued in the Australian colonies—to Lord John Russell's own opinion at one time, which he states to be, that the question at issue "was a public question, and as such must be treated"—and to evidence taken by and within the knowledge of this House:—Resolved, therefore, That this House considers the said opinion, contained in Lord John Russell's despatch of the 25th June, to be singular, unsupported by evidence, and in direct opposition to the various statements and opinions above referred to.

3. Whereas it appears by a despatch laid before this House, dated Downing-street, 25th June 1841, that the Right honourable Lord John Russell, Her Majesty's late Principal Secretary of State for the Colonies, is of opinion, "that the original terms of settlement were impracticable, and that any escheat at the present day, on the ground of the failure to fulfil such conditions, would be unjust:" Resolved, That the House of Assembly have not desired an escheat solely on the grounds of the failure to fulfil the original terms of settlement, but principally on account of the exorbitant rents demanded by the proprietors, which absorb the labour and capital invested by the tenant in the improvement of the land; and it would be unjust to allow the proprietors to claim such property through their failure to fulfil their conditions. The true value of the grants to which the proprietors have any right in equity can be estimated only when connected with the apparent expense and difficulty attending the performance of the original conditions for settlement; and any delay of the executive to enforce the forfeiture of the grants, when such conditions were not performed, or to release the grantees from said conditions, and authorize them to introduce British subjects instead of foreign Protestants, has given a new value and construction to the grants—the amount of such enhanced value being in proportion to the prices or terms the respective grantees or proprietors have let or disposed of the land to immigrants, which new value is abstracted from the colony generally, but from British subjects individually; and as the land is let far above its value, the labour and capital in improving it becomes the property of the proprietor, while, on the other hand, the non-settlement with foreign Protestants held out a fair prospect to British subjects emigrating to the colonies that the lands would be re-vested in the Crown, and that such immigrants would be settled in the same manner as Government have settled them in the other colonies.

4. Resolved, That the terms proposed by Mr. George R. Young were rejected unanimously by the House of Assembly, as unworthy of being recommended by the Government, or accepted by the people.

5. And whereas the said last despatch recommends it as Her Majesty's desire, that the Assembly and Council should "turn their attention to the improvement of the resources, and the encouragement of the growing wealth, of Prince Edward Island, and leave to the gradual operation of time the settlement of a question which affords no sound footing for direct legislation:" Resolved, That where public wrongs disturb the minds of a people, and

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thus retard the prosperity of a colony, it is the duty of the House of Assembly respectfully to represent it to Her Majesty, and seek redress; and the wrongs of this colony may be briefly stated as follows: The land of this island was let in its wilderness state to British subjects, without any improvement, at a rent far above the interest of the fee-simple value of the land, as stated in the 3d and 4th Resolutions of 1839, and those of the 24th April 1841, and many of the tenantry are greatly in arrears for rent, which they are unable to pay, much less to redeem their improvements at the proprietors' terms by the purchase of the fee-simple. And the practice of adding the arrears of rent to the fee-simple, and demanding interest as rent, or taking the tenant's bond on interest for such arrears, is most discouraging to the tenant, and renders it utterly hopeless for the tenant to derive any benefit from his improvements. The grantees have also exercised an ownership over the lands reserved in the Crown for the fisheries, and have let the same on rent, together with the township lands; and immigrants, on their arrival, had to become tenants, to procure a location where they could fish for their subsistence; and when the improvements (which is the growing wealth of Prince Edward Island) are assumed by the proprietors under such practices, to leave to the gradual operation of time the settlement of a question of such vast importance to the happiness of the people and the prosperity of the colony, would discourage industry, render property insecure, and bring the justice of Her Majesty's Government into disrepute.

6. Resolved, That the House of Assembly have not sought an advance of money from the Imperial Revenue, to purchase the lands from the proprietors, to enable the Crown to sell or re-grant the same to the tenants; but from a desire to settle the tenantry and occupants of land. The House of Assembly passed a Bill for that purpose in the session of 1839, which was rejected by ministers, on the ground that it embraced the principle of escheat; and in the sessions of 1840 and 1841, the House of Assembly passed another Bill, which went to re-vest the lands in the Crown, and to settle the tenants and occupants thereon, on their paying the full price of wilderness land for such quantity as they held under lease or occupation—which price, together with a land-tax, was placed at the disposal of the Crown, to award to the respective proprietors such portion of the said sum as Her Majesty might be advised to grant in equity as the value of the grants, and for any expense or loss the proprietors might sustain.

7. Resolved, That the despatch laid before the House of Assembly in 1841 states, that the settlement of the tenantry must be treated as a public question; and the despatch laid before the House this present session, in reference to the same question, concludes, that it offers no sound footing for direct legislation, which vacillating despatches are prejudicial to the colony, and operate on the hopes and fears of a numerous class of persons, who have improved the lands of this colony, and stand in jeopardy of being deprived of their improvements.

8. Resolved, That whatever injustice may attend an escheat at the present day, on the ground of the failure to fulfil the conditions for settlement, proceeds from the vacillating despatches received from time to time from the Secretaries of State for the Colonies. A despatch from Lord Hobart, in the year 1802, recommended the Legislature of this island to pass a Bill for the regulation of a Court of Escheat, which was passed accordingly, but afterwards suppressed, through some undue influence; and, in the year 1816, a despatch from the Earl of Bathurst went to release the grantees from the performance of the conditions of their grants; and when the Right honourable Lord John Russell, Her Majesty's late Secretary of State for the Colonies, discourages all such legislation in this island as would settle the inhabitants, it becomes necessary to pray Her Majesty to lay the unsettled state of this colony before the Imperial Legislature, and recommend to their consideration to pass an enactment to authorize the Crown to appoint commissioners from the provinces of New Brunswick and Nova Scotia—men whose experience in the practice of settling the lands in those provinces would enable them to make an appraisement; to find the original fee-simple value of the land in its wilderness state; and also the value thereof in its improved state; and to settle the inhabitants in this colony in such a manner, that while the Government may deem it just to award to the proprietors the fee-simple value of the land in its wilderness state, or the interest thereof as a rent, it appears equally just and reasonable that those who have cleared and improved the land, and erected the buildings thereon at their own cost and labour, should be secured in the value of their improvements.

9. Resolved, That while the law for re-vesting forfeited lands in the Crown is suspended in this colony, and the law for the recovery of rents for such lands is carried into operation, giving the proprietors of forfeited grants an undue claim to recover rent, and also the improvements made upon those lands by persons who were to have been settled, there is no expectation that such proprietors will consent to relinquish such claims, or submit to an equitable arrangement, as recommended in the foregoing Resolutions, unless the Government is prepared (in the event of the proprietors' refusal) to institute proceedings by a Court of Escheat, to re-vest the forfeited lands in the Crown, and settle the inhabitants.

10. Resolved, That it is a subject of complaint in this colony, that the grantees or proprietors of the township lands have been suffered to exercise acts of ownership over the lands for the fisheries, including them in their leases to the tenants, or otherwise having disposed of the fee-simple with the land in the rear thereof; and immigrants on their arrival to settle in this colony, had either to purchase or to pay rent for such re-

servations



servations before they could obtain a location where they could fish for their subsistence—whereby the grantees or proprietors have obtained large sums of money, to the loss of the inhabitants and the colony; whereas the late Lieutenant-governor, Sir Charles A. Fitzroy, in the session of 1839, by message, laid before the House of Assembly certain despatches relating to the lands reserved for the fisheries, setting forth that it was the determination of Her Majesty's Government to throw open the reserves to all British subjects engaging in the fisheries, and suggesting to the House of Assembly the propriety of passing such laws as might be necessary, "for preventing improvident and injurious practices in carrying them on," as recommended by Her Majesty's Secretary of State for the Colonies.

11. Resolved, That the House of Assembly have, in the sessions of 1839, 1841 and 1842, passed Bills for the regulation of the reserves, to afford every facility for carrying on the fisheries; but as the persons located upon these reservations had cleared and improved the same, and in most cases have erected their dwelling-houses and other buildings thereon, and have either purchased the fee-simple thereof, or paid rents for such reservations to the proprietors of the adjoining townships, the House of Assembly provided in their Bills that the persons who cleared the land, or were entitled to the improvements, should be quieted in their possessions; but the Council virtually rejected the said Bills, by their amendments thereto—which amendments went to exclude the fishermen, not only from all bays and harbours, but also from parts of the out-sea coast, and to give the fee-simple to the proprietors of the townships in the rear of the fishery reserves.

12. Resolved, That every indulgence that has been given to the proprietors from time to time has been at the expense of the tenantry; that when the Imperial Government reduced the quit-rents, at the desire of the grantees, they were increasing the rent upon the tenantry; and when the despatch from Earl Bathurst went to release the grantees from the settlement of their grants with foreign Protestants, the grantees, through such indulgence, imposed terms of settlement upon British subjects far less favourable than any settlement practised in the British colonies; that when the late Secretary of State for the Colonies declined to authorize the appointment of a court of escheat, and declared that it would be unjust to divest the proprietors of the land, the proprietors were and are thereby encouraged to distress and deprive the tenants of their improvements; and every indulgence given to the proprietors emboldens them still further to oppress the tenants; that as the House of Assembly knew that the fishery reserves were the most desirable for the location of immigrants, for the convenience of fishing, and that such lands were the first brought into cultivation, and, together with the fishery, were the principal sources from which the tenant could pay rent—which rent the proprietors have received since the first colonization of this island—therefore, there could be no injustice done to the proprietors of the township lands to pass a law to quiet the tenant in the possession of such portion of the reserves as he has cleared and brought into cultivation at his own cost and labour—subject, nevertheless, to the original conditions of being open to the fisheries.

13. Resolved, That while the proprietors are allowed to demand and recover rent for the lands reserved for the fisheries, or to dispose of them in fee-simple, it operates as a reward to the proprietors to defeat any law being made for the regulation of the fishery reserves, or for the settlement of the inhabitants of this colony; and that therefore it be respectfully submitted to the Government, that it is necessary that the Government should, without delay, institute proceedings for the recovery of such rents or purchase-money from the proprietary claimants, as have been received by them, and to order such regulations as shall make such reserves available in future for the purposes for which said lands were reserved.

14. Resolved, That the land assessment imposed by an Act passed in 1837, for 10 years, has been of no service whatever to induce the proprietor to settle the present tenantry and occupants, or to settle the wilderness land; but this tax has released the proprietors from the payment of a quit-rent, and often is an additional burden of 2s. per hundred acres upon the tenant and occupant; except in cases where they were previously bound by their leases to pay said quit-rent; and the tax of 4s. per hundred acres upon the proprietors for wild land is but an advance of 8d. sterling upon a quit-rent of 2s. sterling per hundred acres, which the proprietors are bound to pay; the 4s. currency being 2s. 8d. sterling.

15. Resolved, That the rejection by the Legislative Council of the Bill passed by the House of Assembly for the payment of 100 l. sterling to the individual whom the Assembly shall appoint as their agent in Great Britain, for the purposes expressed in the preamble to the said Bill, is denying to the representatives of the people of this colony the power of appropriating from the funds received from the people a sum, which, thus applied, was likely to be of the most material service to the people, and is barring them from the means of employing an efficient individual to act for them in Great Britain at the time when the petition of the House of Assembly is pending before the House of Commons, and when those of whose procedure the people of this colony complain have an organized system and agency in Britain actively engaged in counteracting the views and injuring the interests of the people of this colony.

16. Resolved, That while the main interests and resources of this island depend on the number, industry and wealth of its agricultural population, so long will its prosperity be retarded by any public measure calculated to render insecure the titles to landed estates; to discourage the ingress and settlement of agricultural capitalists, or which may prove to its numerous tenantry an inducement to withhold the payment of their rents until all arrears accumulate to a ruinous and irredeemable burthen; which public measures have been supported by the proprietors and their abettors.

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17. Resolved, That the following report of the special committee appointed to report on the value of property enumerated in the census returns be adopted :—  
Your Committee have respectfully to submit that, at this late period of the session, they have not been able to bestow that time which the nature of the subject would require, in order to state, in all particulars, exact amounts; that, after some days, part of the information which they required has not been furnished, owing probably to the pressure of other business in one of the public offices, and that, in some of its bearings, the committee could not ascertain from any authentic record at their command exact numbers or exact amounts. Under these circumstances, the only course left open to your committee was to decline reporting, or so to guard their statements as that when exact information was unattainable they should underrate any number or amount which bore against the statements and arguments of the proprietary claimants, and should, at the same time, overrate any number or amount which was in favour of these claimants. The documents as to arable, freehold and leased land, mills, farming stock and crop, churches, schools, and the number of the male population liable to statute labour, are all taken from the census, so far as number, the values only having been affixed by the committee.

PROPERTY of the Townships of Prince Edward Island, by Census of 1841, exclusive of any value which may be put on the claims of the Grantees of Townships and their Assigns, to demand Rent.	
Cleared, arable, fenced land in townships, 135,000 acres, at, for clearing	£.
and fencing, per acre, 3 <i>l.</i> 10 <i>s.</i> - - - - -	472,000
Houses, barns, &c., of 7,000 farms, erected by the farmers, at 100 <i>l.</i> - - - - -	700,000
177 mills, at 200 <i>l.</i> - - - - -	34,000
Roads, bridges and wharves - - - - -	106,000
£. 1,312,400	

MOVEABLE PROPERTY.	
	£.
9,600 horses, at 12 <i>l.</i> - - - - -	115,200
40,000 cattle, at 4 <i>l.</i> - - - - -	160,000
70,000 sheep, at 15 <i>s.</i> - - - - -	52,500
33,000 hogs, at 25 <i>s.</i> - - - - -	41,250
Agricultural implements and household furniture of 7,000 families, at 40 <i>l.</i> - - - - -	280,000
648,950	
£. 1,961,350	
Grain for bread, and sowing, &c., one-half of what is raised, and the same of potatoes - - - - -	107,869
Independent of 3,000 tons of shipping belonging to individuals on the townships - - - - -	13,500
£. 2,082,719	
Thence deduct as follows :—Of 10,000 acres held by sundry proprietary claimants of townships for their own farms, with the same proportion of stock and crop—these 10,000 being $\frac{1}{39}$ of the whole land occupied, that is, $\frac{1}{39}$ of 2,082,719 <i>l.</i> gives 53,403 <i>l.</i> , and double this, as the buildings and stock of these farms are much superior to the generality - - - - -	
70,594	
Which deducted, leaves as total capital of the farming population - - - - -	
£. 2,012,125	

PUBLIC BUILDINGS on the Townships, raised, with few exceptions, entirely by the farmers :	
67 churches, at 250 <i>l.</i> - - - - -	19,750
100 school-houses, at 30 <i>l.</i> - - - - -	3,000
The above prices are on the supposition that the farming stock are at the prices they would be sold for in barter, and rather over the cash prices; and were any quantity thrown into the market here, and cash payments required, the price would fall very considerably. The other values are estimated in produce, the work required in performing the same being generally thus paid.	
IMPORTS for 1840.—Invoiced value, sterling, 140,000 <i>l.</i> , and which exceeds the exports by 78,000 <i>l.</i> sterling, which deficiency is believed to be nearly made up by the sale of vessels built in the colony, and the value whereof is not included in the Custom-house statement of exports - - - - -	
£. 140,000	
On the above invoiced value add 100 per cent., as the price at which the goods are sold in the colony in colonial currency - - - - -	
140,000	
Average of labour, or commutation paid for labour, on public roads by inhabitants, seven-sixths, or 9,000 individuals liable to labour, including teams - - - - -	3,350
Proportion of land assessment paid by farmers - - - - -	380
Salaries to clergymen and teachers, and annual repairs of churches and schools, and voluntary subscriptions to bridges and wharves - - - - -	7,500
£. 291,130	
Showing	



Showing that the expenditure of the colony, independent of rents, amounts to about 14 per cent. on the capital accumulated, chiefly by labour on the land, for the last 70 years. And, in regard to this expenditure, your committee have to remark, that though it may be thought the colony could dispense with the greater part of some of the articles imported, yet that it is equally clear, the colony requires far more of some other articles than are imported, *e. g.*, iron and salt, and all ship stores. Your committee have also to remark, that the quantity of wheat raised in the colony affords three bushels for the consumption of every individual; and that your committee believe the quantity of wheaten flour exported from the out-ports to be at least equal to what is imported at Charlotte-town. Whereas the average consumption of wheat in England appears, by Macculloch, folio 416, to be from four to eight bushels per head.

Your committee also submit, as indicative of the state of the colony, that the Spanish dollar, current in the adjoining provinces at 5s. and 5s. 3d. of their currency, passes here at 6s. of this island currency; that their 1*l.* notes pass here for 23s.; and that the British shilling, which with them varies from 1s. 1d. to 1s. 3d. here passes for 1s. 6d.; and that the temporary employment of agricultural labourers, and the employment of mechanics, would be much circumscribed were they in all instances to refuse to take from their employers the produce of the country and to insist for money.

Your committee submit, that the population of this island appears to have been doubled since the year 1827; but that, though this is held by some as an argument of this island offering advantages superior to the neighbouring colonies, your committee cannot agree to the deduction. The number of immigrants within that period bears a large proportion to the total population in 1827, for in that year it was 23,000, and last year 2,000 immigrants arrived; and laying aside this item of account, it may be observed, that some portions of the British dominions which receive no accession of numbers from abroad, but are every year sending out great numbers of their native population, and are, in spite of such drain, rapidly increasing in amount, are at the same time rather diminishing than increasing in wealth. The exact increase of population, from births among the people resident in this island in 1827, appears from the census to be 8,295, or 35 per cent. in 14 years.

RENT.—Of the land occupied, 300,000 acres appear from the census to be under rent. This, on several townships, is 1s. 6d. and 2s. sterling on leases of 42 years, the lessees entering not on houses and land cleared and fenced, but on wilderness wood-land. On some townships the earlier settlers obtained leases at 6d. per acre for 999 years. In general the rent is 1s. sterling per acre per annum, and the duration 999 years; and the yearly rent at this date may be calculated at 16,250*l.* currency.

Previous to 1830 no law existed in the colony compelling the claimants of townships to contribute to the expense of making roads through such townships. Since that time a law was passed compelling them to contribute to the formation (but not to the maintenance) of such roads as should thereafter be run through the land claimed by them, in so far as a jury should find that such land was increased in value by said road; but if deteriorated, then the treasury had to pay the amount of such deterioration to the claimants of the land. Under this law, which was put into operation in 1833, verdicts have been given against the claimants of land to the amount of

-	-	-	-	-	-	-	-	-	-	£.2,929
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And in their favour, as for damages	-	-	-	-	-	-	-	-	-	351
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Showing the balance assessed on them to be—(see Return by prothonotary)	£.2,578
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Of which there has been paid, up to the 5th April 1842, 388*l.*, as by search of committee; stated by the treasurer at 310*l.*

Thus it appears that the total amount which the proprietary claimants, as such, have been assessed for roads, since the colony received a legislature, is only one-half of what was last year voted by the House of Assembly, in aid of roads, bridges and wharves, and not more than 1-15th of what has, by vote of successive Houses of Assembly, been paid for similar purposes since 1824, and not equivalent to one year of the statute labour; and of this small assessment only 388*l.* appear to have been paid,—a sum not far exceeding the expense to which the country has been put in summoning and paying juries and witnesses, &c. to obtain the whole of the verdicts.

As to the sales of land by the claimants of townships to actual cultivators, by the census it would appear that 239,000 acres are held in freehold; but this was not all sold by these claimants to the farmers, for two townships, each of 20,000 acres, were escheated by Governor Smith, and the greater part of these has been granted in tracts of from 500 to 100 acres; and much of what was thus granted is now held in freehold by farmers. Of 200,000 acres which the proprietary claimants offered in 1782-3, to surrender to loyalists, a quantity, estimated at 25,000 acres, is held by loyalists or their assigns. One entire township, No. 3, was made over by one claimant to his creditors, and by them sold in lots of 900 acres; and at different times individual farmers have purchased small tracts of wilderness land at sales for arrears of quit-rent or land assessments due by the townships. About 7,500 acres of glebe and school lands were sold in lots not exceeding 130 acres; and the moieties of townships 45 and 52, for which moieties (according to the best information your committee can acquire) no claimants ever appeared, as well as portions of other townships, which were for many years unclaimed, have been taken up by individuals who, by undisputed possession, for a series of years, have acquired a legal right to the land, and thus may be reckoned amongst the freeholders; so that from the above 239,000 acres marked in the census as held

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in fee-simple, a considerable proportion has not been sold by the claimants of townships to the farmers thereof, and therefore "the gradual operation of time," recommended by Lord John Russell, appears to your committee likely to extend to some centuries. As to the value of the claim to the soil of the island, maintained by the heirs and assigns of the grantees, about 1,300,000 acres were granted. Of these, 239,000 are, as above-mentioned, now held in fee-simple, and this being deducted, leaves 1,061,000 acres claimed by these grantees, part of which they have leased, but the greater part is unleased; and of both leased and unleased, the greater part, or at least nine-tenths, is not reclaimed from the state of nature.

Now, 5 s. per acre for wilderness land may be taken as the outside value thereof, and rather exceeds the average value of sales of Government land in New Brunswick, and this gives the value of this seigneurial claim (if valid) at 265,250 l.

Taking another view of the matter, and referring to the account published in London about 1807, by Captain John Stewart, and to other accounts, it would appear that the average market value of a claim to one of the townships of this colony, from 1769 to 1800, was about 600l., which, for 67 townships, would give

-	-	-	-	-	-	-	-	-	-	£. 33,300
Interest on that sum	-	-	-	-	-	-	-	-	-	141,858
										<u>£. 175,158</u>

And your committee, making every deduction, cannot estimate the amount of prices received by the proprietary claimants and their agents, at less than

-	-	-	-	-	-	-	-	-	-	£. 50,000
And of rents, at less than	-	-	-	-	-	-	-	-	-	160,000
										<u>£. 210,000</u>

Nor the amount of quit-rents, land assessment and road compensation assessment, and all other advances, at more than

-	-	-	-	-	-	-	-	-	-	25,000
Leaving	-	-	-	-	-	-	-	-	-	<u>£. 185,000</u>

It is submitted by your committee, that if in addition to the 185,000 l. which they or their agents have received, the Imperial Government award them either the above 265,250 l. or the smaller amount of 175,158 l., it will award more than can in equity be claimed by those who have acted as have the grantees, and those who succeeded to their territorial claims or demands; and it is also submitted, that from the tables and accounts herein referred to, it is beyond the means of the colony to pay the rents demanded by these individuals.

Your committee, in reference to Mr. Cunard's answers before the House of Commons, questions 3097, 3098, have required the Rev. L. C. Jenkins, Ecclesiastical Commissary for the Church of England in this colony, to state the amount of monies paid by Mr. Cunard towards the erection or endowment of churches, and find that he has paid nothing; and on requiring further information as to the amount contributed by claimants of townships, they find that the whole, to the best of the commissary's knowledge, is 35l. in money, and 75 acres of land. Your committee have ascertained that 75 l. were contributed by the Countess of Westmorland towards a Methodist chapel; in regard to other contributors, your committee cannot, for want of time to correspond with the clergymen of different persuasions throughout the island, ascertain the exact amount of the few other contributions of money, and the number of acres of land, given as sites for churches, by the claimants of the townships; but feel confident that the total value contributed by them for the last 70 years, in any shape, towards the erection and endowment of places of worship of all denominations, and of schools every where throughout the townships, is under 700l.

18. Resolved, That it is the opinion of this committee, that an humble Address be prepared to Her Majesty, praying that out of the unappropriated funds now or hereafter to be paid into the treasury of this island, arising from the sale of Crown lands, Her Majesty will be graciously pleased to allow the sum of 500 l. to be applied, in addition to the sum at present granted by the colonial legislature, in the purchase of a piece of ground for the purposes of the contemplated lunatic asylum; and also the sum of 150 l. to be applied in opening the George-town Royalty Roads; and also the sum of 100 l. to open new roads throughout, and in the improvement of the communications in Prince-town and Royalty.

(A true copy.)

(signed) William Cullen,  
Clerk, House of Assembly.

Enclosure



CORRESPONDENCE: PRINCE EDWARD ISLAND.

Enclosure 2, in No. 9.

CENSUS of the POPULATION, and STATISTICAL RETURN, taken under the authority of the Act WILL. 4, c. 7, A.D. 1833.

NUMBER of TOWNSHIP.	MALES.				FEMALES.				Number of Insane Persons.	Number of Acres of Land occupied.	Number of Acres of improved Land occupied.	Number of Cows owned.	Number of Oxen owned.	Number of other kinds of Neat Cattle.	Number of Horses.	Number of Sheep.	Number of Hogs.	Produce raised during the last Year.				Number of Grist Mills.	Number of Saw Mills.	Number of Schools.	No. of Scholars.	
	Under 16 Years.	From 16 to 60.	60 and upwards.	TOTAL.	Under 16.	16 and upwards.	TOTAL.	Number of Bushels of Wheat.										Number of Bushels of Barley.	Number of Bushels of Oats.	Number of Bushels of Potatoes.	Males.				Females.	
Township - 1	111	107	9	227	138	94	232	-	7220	1463	197	54	250	102	1047	470	2654	239	2728	18080	1	-	-	-	-	
Ditto - 2	51	35	1	87	47	39	86	2	2460	649	81	21	97	39	401	189	731	171	738	6153	-	-	-	-	-	
Ditto - 3	25	24	1	60	31	20	51	-	1700	112	22	11	39	10	69	36	224	6	359	2710	-	-	1	17	7	
Ditto - 4	56	38	4	98	36	35	71	-	2850	371	85	32	113	33	330	108	858	18	1221	7022	-	-	-	-	-	
Ditto - 5	60	58	-	118	52	43	95	-	2657	707	73	47	97	43	403	169	818	73	1106	7704	1	1	-	-	-	
Ditto - 6	41	26	2	69	39	23	62	-	1661	530	50	25	59	25	230	109	369	60	666	4775	-	-	-	-	-	
Ditto - 7	22	23	2	47	29	23	52	-	2850	234	33	17	46	1	108	84	660	13	382	4090	-	-	-	-	-	
Ditto - 8	25	24	2	51	27	22	49	-	2150	216	39	17	44	5	70	36	510	51	376	2818	-	-	-	-	-	
Ditto - 9	12	7	-	19	5	9	14	-	850	62	16	8	22	6	39	18	140	49	95	1200	-	-	-	-	-	
Ditto - 10	10	8	1	19	7	10	17	1	500	77	11	4	10	6	45	25	145	20	81	1130	-	-	-	-	-	
Ditto - 11	56	34	4	94	32	37	69	-	1895	517	66	40	88	17	224	108	672	100	679	5085	-	-	1	16	4	
Ditto - 12	29	49	-	78	29	20	49	-	1397	259	22	27	25	9	95	79	370	-	172	2346	-	-	1	11	12	
Ditto - 13	72	75	8	155	56	64	120	-	4197	1211	117	100	139	45	534	253	1424	162	1878	10933	1	-	1	12	6	
Ditto - 14	107	72	8	187	104	76	180	-	6221	1407	164	101	217	50	707	333	1669	204	2057	14230	1	-	1	14	10	
Ditto - 15	171	124	8	303	148	124	272	-	6800	1426	147	81	168	99	696	344	1503	198	1185	18224	1	1	2	38	21	
Ditto - 16	114	95	4	213	106	90	196	-	5988	1447	164	102	202	68	682	284	1565	104	2005	12076	-	-	2	29	22	
Ditto - 17	228	199	17	444	197	194	391	1	14409	3671	293	169	422	158	1405	614	4481	780	8220	32131	2	2	2	32	33	
Ditto - 18	174	176	14	364	197	192	389	4	9570	3961	376	214	505	167	1974	598	4206	1160	9215	26168	3	1	1	34	27	
Ditto - 19	208	178	3	389	191	157	348	-	12677	2443	380	198	383	104	1323	424	3764	830	8663	27212	2	1	1	24	14	
Ditto - 20	193	137	10	340	175	140	315	2	9392	2297	241	100	287	93	986	349	3209	823	5469	17947	-	-	1	13	14	
Ditto - 21	162	132	17	311	158	142	300	2	7940	1873	293	72	310	118	1321	560	3556	1334	6714	25158	-	-	1	21	9	
Ditto - 22	52	52	8	112	56	53	109	-	3070	524	84	31	90	30	303	126	956	325	2241	6962	-	-	-	-	-	
Ditto - 23	144	132	9	285	144	119	263	5	7011	1106	191	20	193	84	799	264	2451	851	5043	20220	-	-	-	-	-	
Ditto - 24	289	245	13	547	265	190	455	-	13714	2918	353	41	281	199	1600	730	4942	1206	6386	50382	1	-	3	39	35	
Ditto - 25	103	74	5	182	97	70	167	-	8320	1850	170	107	240	60	862	325	1426	767	3681	14330	-	-	2	24	18	
Ditto - 26	111	110	20	241	101	113	214	-	10186	2632	212	119	341	125	1141	497	2521	886	5154	22870	1	1	1	18	9	
Ditto - 27	117	77	12	206	89	79	168	2	7158	1439	115	76	134	52	481	302	1423	342	1913	11830	-	-	1	1	4	
Ditto - 28	246	227	22	495	224	204	428	-	15402	4131	437	227	297	213	1814	882	4675	1271	8780	54430	2	3	4	78	48	
Ditto - 29	141	149	18	308	148	119	267	-	7741	2069	190	131	210	84	939	418	3417	1110	4285	28240	3	4	2	23	26	
Ditto - 30	49	33	2	84	51	24	75	1	2960	499	60	31	52	11	173	49	604	37	716	6170	-	-	-	-	-	
Ditto - 31	90	84	7	181	81	86	167	-	5503	864	159	13	84	76	550	187	894	111	2378	15370	-	-	1	11	12	
Ditto - 32	187	207	13	407	185	182	367	-	14025	2294	403	37	259	786	1666	527	3225	470	8874	40519	-	-	1	2	22	
Ditto - 33	141	123	19	283	122	116	238	2	12302	1767	245	87	229	124	1007	315	2193	1714	6355	22598	1	-	2	41	22	
Ditto - 34	340	275	28	643	324	303	627	-	18271	4169	592	157	603	290	2139	652	6484	1887	16318	62647	2	2	4	69	46	
Ditto - 35	87	191	58	336	150	171	321	3	12013	1993	403	63	390	177	1286	406	2687	1042	2681	32975	-	-	1	18	9	
Ditto - 36	105	118	12	235	104	113	217	-	9329	1038	213	32	186	76	554	258	1523	522	3738	15047	-	-	1	2	2	
Ditto - 37	99	105	10	214	84	106	190	1	7320	1525	211	45	199	86	584	220	1310	335	3442	15900	1	-	2	20	16	
Ditto - 38	76	83	12	171	60	91	151	1	6053	997	245	18	233	97	859	339	1051	552	3820	13394	-	-	2	35	13	
Ditto - 39	93	77	4	174	74	82	156	-	3083	1291	204	31	170	87	755	248	932	393	2180	11809	-	-	1	18	15	
Ditto - 40	112	113	13	238	86	84	170	-	4575	1349	217	32	240	105	841	378	1785	1064	4727	21877	3	-	-	-	-	
Ditto - 41	72	76	12	160	71	87	158	-	2511	797	194	12	181	85	730	320	1053	1035	2093	13746	-	-	-	-	-	
Ditto - 42	96	68	15	179	84	95	179	-	2929	1008	228	20	208	105	697	337	1276	1074	4080	14870	-	-	1	13	2	
Ditto - 43	111	106	9	226	132	115	247	-	5666	1221	245	19	251	126	697	485	2200	959	6005	25199	-	-	1	15	1	
Ditto - 44	114	119	11	244	114	126	240	1	5052	1133	197	40	169	93	635	428	1718	861	3787	19816	1	-	1	17	3	
Ditto - 45	129	133	6	268	122	112	234	1	6391	856	189	27	129	82	607	288	1512	665	3478	15232	1	-	2	32	10	
Ditto - 46	54	68	5	127	72	66	138	-	3890	479	134	2	110	58	378	163	916	559	2741	8866	-	-	-	-	-	
Ditto - 47	186	183	14	383	180	192	372	-	13233	1580	445	20	326	160	1401	540	2798	1781	8512	31132	3	-	1	14	6	
Ditto - 48	116	135	14	265	126	124	250	2	8259	1626	283	109	218	117	960	359	2390	934	12273	36535	1	-	1	30	20	
Ditto - 49	241	190	21	452	318	188	406	2	10315	2704	405	55	338	152	1125	507	3949	579	8882	45109						



Enclosure 3, in No. 9.

CENSUS of the POPULATION, and STATISTICAL RETURN of Prince Edward Island,

NUMBER of TOWNSHIP.	MALES.				FEMALES.				TOTAL Number (including Servants and Apprentices).	Number of Persons in con- nexion with the Church of England.	Number of Persons in con- nexion with the Church of Scotland.	Number of Persons being Presbyterians, in connexion with the Presbytery of P. E. Island.	Number of Roman Catholics.	Number of Methodists.	Number of Baptists.	Number of Persons of any other Denomination.	Number of Persons being Natives of England.	Number of Persons being Natives of Scotland.	Number of Persons being Natives of Ireland.	Number of Persons being Natives of this Island.
	Under 16 Years of Age.	From 16 to 45.	From 45 to 60.	Upwards of 60.	Under 16 Years of Age.	From 16 to 45.	From 45 to 60.	Upwards of 60.												
Township - - - 1	199	149	27	17	215	151	14	11	783	19	-	1	763	-	-	-	2	1	81	621
Ditto - - - 2	86	44	12	3	72	51	9	-	277	6	-	-	271	-	-	-	3	-	8	258
Ditto - - - 3	43	32	5	3	42	28	7	-	160	24	9	12	115	-	-	-	3	16	25	102
Ditto - - - 4	92	65	13	5	73	51	4	2	305	47	63	73	113	3	6	-	37	25	36	193
Ditto - - - 5	97	58	15	7	99	62	14	6	358	35	12	26	275	9	-	1	14	6	32	287
Ditto - - - 6	52	31	8	3	48	39	6	1	188	11	-	38	139	-	-	-	1	2	5	176
Ditto - - - 7	76	49	12	6	79	42	10	6	280	6	19	65	95	53	7	40	18	15	30	185
Ditto - - - 8	45	31	6	3	51	35	2	6	179	6	23	28	77	24	-	21	11	23	1	134
Ditto - - - 9	32	24	4	1	27	25	5	1	118	1	-	-	117	-	-	-	-	6	-	53
Ditto - - - 10	11	7	1	1	10	4	1	-	35	24	-	-	11	-	-	-	3	1	4	26
Ditto - - - 11	77	49	11	3	69	38	9	1	254	88	13	30	117	6	-	-	5	8	76	162
Ditto - - - 12	51	23	5	3	49	22	4	-	157	100	-	40	6	6	-	5	20	1	4	125
Ditto - - - 13	82	101	17	12	98	72	11	9	402	95	-	203	94	10	-	-	49	13	33	303
Ditto - - - 14	149	115	18	15	138	103	18	9	565	5	-	116	444	-	-	-	3	40	4	502
Ditto - - - 15	183	139	25	11	178	128	32	5	701	6	-	-	695	-	-	-	3	2	2	665
Ditto - - - 16	122	100	22	14	120	90	16	9	403	42	1	218	221	1	10	-	23	39	41	379
Ditto - - - 17	260	188	45	31	222	198	32	22	998	333	21	169	425	4	28	18	90	47	41	764
Ditto - - - 18	224	161	37	20	220	184	33	20	899	67	-	466	229	34	1	2	18	67	40	750
Ditto - - - 19	300	188	46	20	296	170	37	12	1069	196	12	294	436	79	9	43	86	116	132	695
Ditto - - - 20	268	158	36	23	240	160	29	16	930	263	212	213	215	24	-	1	85	103	62	654
Ditto - - - 21	151	143	38	16	165	142	36	10	701	153	252	199	41	55	-	1	50	148	29	464
Ditto - - - 22	144	112	9	3	143	95	8	3	517	49	156	73	215	-	2	22	5	160	77	268
Ditto - - - 23	250	186	42	19	179	213	63	15	967	130	123	183	308	119	2	102	137	172	18	620
Ditto - - - 24	393	274	62	20	310	277	79	22	1437	171	267	69	875	38	-	17	84	132	25	191
Ditto - - - 25	142	91	19	9	113	99	3	7	483	32	49	202	95	49	45	5	19	27	30	334
Ditto - - - 26	172	131	22	12	119	120	22	9	607	27	32	150	134	142	85	37	18	25	108	399
Ditto - - - 27	223	118	32	16	199	143	23	6	760	24	84	16	473	138	25	-	16	45	214	438
Ditto - - - 28	274	228	49	31	277	206	41	24	1130	53	305	36	155	493	84	4	60	81	68	842
Ditto - - - 29	256	220	40	34	236	190	39	10	1025	202	292	53	191	217	25	45	139	105	203	539
Ditto - - - 30	72	49	13	4	68	55	10	2	273	10	224	1	27	3	8	-	69	29	171	
Ditto - - - 31	142	128	38	11	156	118	28	9	630	160	209	73	112	30	46	-	71	97	46	416
Ditto - - - 32	235	178	36	48	102	188	40	28	945	309	220	71	166	78	101	-	101	89	62	665
Ditto - - - 33	213	175	42	19	212	164	26	21	872	211	327	120	115	55	1	40	173	112	86	192
Ditto - - - 34	336	261	75	46	321	286	70	22	1417	254	331	117	437	202	67	9	182	125	234	839
Ditto - - - 35	213	179	32	18	214	169	34	11	871	91	66	-	683	25	6	-	13	71	233	547
Ditto - - - 36	226	181	40	22	215	194	34	8	920	25	15	-	857	23	-	-	11	64	422	421
Ditto - - - 37	134	151	26	12	134	142	17	13	629	34	41	19	535	-	-	-	26	47	62	481
Ditto - - - 38	87	68	12	13	81	73	11	7	352	-	-	130	215	7	-	-	2	23	22	290
Ditto - - - 39	84	74	14	13	73	64	13	6	341	6	-	108	224	3	-	-	-	12	44	259
Ditto - - - 40	150	125	21	13	127	115	15	9	575	37	7	249	265	5	12	-	8	14	101	393
Ditto - - - 41	120	121	21	15	119	120	20	15	551	9	28	100	414	-	-	-	5	81	23	421
Ditto - - - 42	115	97	14	11	103	93	15	6	459	2	-	3	454	-	-	-	5	28	35	386
Ditto - - - 43	170	144	29	7	192	143	23	9	717	2	3	289	423	-	-	-	3	27	19	647
Ditto - - - 44	161	140	23	15	154	139	23	9	664	45	13	1	605	-	-	-	10	19	50	560
Ditto - - - 45	242	168	36	20	218	163	32	13	892	36	16	3	828	-	9	-	5	84	35	135
Ditto - - - 46	78	66	10	9	94	63	8	11	339	-	-	-	325	-	14	-	1	41	7	190
Ditto - - - 47	178	197	37	20	226	183	38	16	895	16	48	39	593	-	199	-	5	78	18	189
Ditto - - - 48	168	184	25	15	164	163	29	6	754	68	217	-	169	122	144	34	29	88	75	154
Ditto - - - 49	356	260	61	31	319	284	45	17	1373	162	181	10	689	198	97	36	25	64	176	1024
Ditto - - - 50	220	192	51	35	262	205	40	13	1018	138	316	18	374	88	15	69	32	167	53	750
Ditto - - - 51	132	77	11	8	124	84	9	3	448	10	172	-	137	-	129	-	-	159	66	199
Ditto - - - 52	89	62	20	8	108	74	18	4	383	32	167	-	102	-	82	-	18	125	19	212
Ditto - - - 53	100	99	13	14	112	86	12	11	447	47	92	14	218	-	76	-	15	97	34	283
Ditto - - - 54	65	41	14	5	60	47	13	5	250	12	9	11	218	-	-	-	7	45	16	170
Ditto - - - 55	157	151	17	16	151	132	25	18	667	13	141	3	490	8	12	-	14	156	4	430
Ditto - - - 56	126	107	32	10	144	106	26	11	562	40	-	227	284	3	-	8	31	27	27	451
Ditto - - - 57	401	309	74	42	382	322	72	29	1631	8	1301	-	270	8	44	-	4	658	113	836
Ditto - - - 58	178	132	27	17	166	135	27	18	700	5	566	-	89	-	40	-	4	138	69	475
Ditto - - - 59	80	88	17	11	70	73	16	7	362	60	149	-	72	23	56	1	23	58	30	233
Ditto - -																				



CORRESPONDENCE: PRINCE EDWARD ISLAND.

41

Enclosure 3, in No. 9.

Taken in the Year 1841, under the authority of the Act of 4 VICT. cap. 5.

	Number of Persons being Natives of the British Colonies	Number of Persons being Natives of other Countries.	Number of Acres held in Fee Simple.	Number of Acres held under Lease.	Number of Acres held by Written Demises.	Number of Acres held by Verbal Agreements.	Number of Acres held by Occupants, being neither Freeholders nor Tenants.	Number of Persons who paid their own Passages.	Number of Acres of Arable Land.	Produce raised during the Year 1840.				Number of Horses.	Number of Neat Cattle.	Number of Sheep.	Number of Hogs.	Number of Churches, and other Places of Worship.	Number of School-houses.	Number of Brewing and Distilling Establishments.	Number of Grist Mills.	Number of Carding Mills.	Number of Saw Mills.
										Number of Bushels of Wheat.	Number of Bushels of Barley.	Number of Bushels of Oats.	Number of Bushels of Potatoes.										
77	1	130	-	8110	680	542	163	2606	2733	563	5863	25890	174	711	1250	613	1	2	-	-	-	-	-
7	1	-	339	1012	1055	400	19	820	839	316	1610	8583	61	213	438	160	-	1	-	-	-	-	-
14	-	5010	600	-	-	1070	57	661	699	133	799	5447	26	134	213	113	-	-	-	-	-	-	-
12	2	130	2668	300	600	150	108	719	1086	126	1357	10200	42	248	311	189	-	-	-	-	-	-	-
18	1	-	2253	150	510	290	68	981	834	209	3022	10724	69	242	397	191	1	1	-	-	-	-	1
4	-	-	791	-	100	1240	11	887	471	148	1552	7075	31	164	195	108	-	-	-	-	-	-	-
37	-	3150	-	-	1650	250	59	746	1475	151	1117	11540	19	253	410	195	-	2	-	-	-	-	1
10	-	650	-	-	100	1880	17	400	856	205	719	6064	14	204	257	125	-	1	-	-	-	-	1
59	-	130	-	500	500	1560	-	251	265	93	224	4507	9	93	134	81	-	1	-	-	-	-	1
1	-	330	100	100	-	300	8	110	96	8	100	1230	4	24	38	13	-	-	-	-	-	-	-
3	-	100	3120	-	1300	100	87	942	1062	140	1739	9731	50	273	393	197	-	1	1	-	-	-	-
7	-	822	300	300	-	340	23	363	478	30	631	5410	13	126	236	145	-	1	-	-	-	-	1
4	-	5346	3020	214	245	160	90	2883	2527	498	5490	16650	111	536	924	398	1	1	-	-	-	-	1
14	2	5051	1593	250	200	2110	64	1200	1920	507	6548	21333	114	646	1168	562	2	2	-	-	-	-	2
29	-	8608	-	100	-	1350	36	2289	1683	742	5396	27670	126	547	937	429	2	2	-	-	-	-	1
10	1	1360	4749	2330	5	505	107	2013	1898	568	7531	19359	116	675	1088	428	1	1	-	-	-	-	-
44	12	18159	2236	727	311	495	203	4933	4281	1157	17472	49621	212	1126	1729	783	2	3	-	-	-	-	1
24	-	8065	5306	-	-	101	44	4237	5470	566	18503	39690	268	1273	2317	929	1	1	-	-	-	-	-
35	5	2394	10006	-	-	1510	104	3217	3802	926	17220	43360	173	1043	1562	774	1	-	-	-	-	-	-
17	9	2580	7923	-	294	800	80	2725	3839	848	15695	36957	211	920	1691	736	2	2	-	-	-	-	1
10	-	3275	3965	850	240	400	151	2294	3935	1009	14603	35110	174	707	1757	502	2	4	-	-	-	-	1
7	-	911	4426	-	2800	-	231	1121	1464	445	6984	16220	86	368	827	293	-	-	-	-	-	-	3
19	1	1700	7935	150	200	1470	337	2972	2871	946	14129	44118	184	861	1611	682	4	2	-	-	-	-	-
4	1	3112	9912	300	1850	704	197	4327	7213	3443	17393	59920	324	1204	2658	1262	1	2	-	-	-	-	1
12	11	12657	347	-	560	-	66	2730	3017	581	10360	21525	135	667	1183	444	2	3	-	-	-	-	4
50	9	8691	4314	-	1100	915	129	3594	4815	1264	13881	32575	179	351	1656	601	3	4	-	-	-	-	3
43	4	4703	4242	150	2097	440	230	2209	2625	1258	11473	33480	154	632	1143	581	1	3	-	-	-	-	2
68	11	7910	10984	329	143	-	130	5657	6245	4649	20694	81325	338	1312	3114	895	-	5	-	-	-	-	4
32	2	262	10467	1374	1475	-	430	3807	5008	3431	11392	50280	202	764	1309	616	2	3	-	-	-	-	4
4	-	2433	2726	-	800	1050	93	1061	525	280	2263	11255	42	173	265	115	-	1	-	-	-	-	2
-	-	3400	2302	405	372	-	171	1607	1367	1062	7092	24697	112	475	644	440	-	-	-	-	-	-	2
20	8	6879	5689	410	613	-	131	3094	4255	2212	20969	40071	275	1683	1695	698	3	3	-	-	-	-	4
7	2	6730	7144	200	360	435	-	4038	6109	1819	16760	57160	283	1085	2004	720	2	3	-	-	-	-	2
26	11	3939	13427	1634	498	50	497	6837	8209	4182	29677	86354	490	1682	2976	1342	6	5	-	-	-	-	-
5	2	330	10003	2418	200	100	249	2783	2397	1800	13753	42825	238	858	1409	832	-	1	-	-	-	-	1
2	-	-	8917	5702	1530	250	427	1895	1325	1531	11703	40266	122	710	811	809	2	2	-	-	-	-	-
13	-	7548	2700	125	1228	400	87	2477	1640	1571	8438	36113	185	746	1095	835	1	3	-	-	-	-	2
13	2	5212	1888	850	267	42	62	1120	1344	1280	5357	25720	121	478	852	537	1	1	-	-	-	-	1
26	-	2835	440	-	662	70	77	1085	1219	755	5167	17860	124	396	699	445	1	2	-	-	-	-	-
56	3	440	2384	-	188	1045	177	1347	1902	780	7654	31116	139	479	791	683	1	1	-	-	-	-	1
21	-	365	1346	-	2462	425	124	1096	1313	1361	6384	30542	120	544	1038	536	1	-	-	-	-	-	-
5	-	275	1740	-	553	1439	50	1352	811	1938	6082	27916	133	482	892	450	-	1	-	-	-	-	-
13	8	1550	4154	817	344	250	32	1882	1460	2031	8383	48841	191	602	1164	827	1	2	-	-	-	-	-
25	-	5145	472	-	200	722	95	1445	1139	2553	7050	40095	140	542	896	725	2	1	-	-	-	-	1
29	4	2563	400	-	-	7571	145	1725	941	2612	8408	45967	148	659	1273	898	1	2	-	-	-	-	-
-	-	1728	1042	360	-	1539	50	878	642	1794	6117	26415	85	371	692	374	-	1	-	-	-	-	-
4	1	9459	-	-	-	3714	102	2793	2085	5106	17447	57608	248	1013	2032	1102	2	3	-	-	-	-	-
6	2	2848	8459	-	65	131	124	2997	3801	1989	15379	60746	184	734	1348	478	2	2	-	-	-	-	5
64	20	6405	5423	140	187	4691	147	4230	4147	2340	20845	84676	271	1164	1616	865	4	1	-	-	-	-	6
10	6	7495	6684	100	310	235	137	3551	3774	1767	17318	68376	236	1243	1960	814	-	-	-	-	-	-	2
24	-	2985	300	-	2640	950	61	850	912	2333	2271	20624	58	325	410	293	-	1	-	-	-	-	-
9	-	1850	420	-	675	2597	49	891	750	422	2834	19385	74	323	482	315	1	1	-	-	-	-	1
18	-	1334	2050	-	1752	200	39	1154	1384	851	5022	25540	98	438	806	391	-	-	-	-	-	-	2
12	-	1605	250	-	100	2851	19																

PRINCE EDWARD  
ISLAND.

Encl. 4, in No. 9.

Enclosure 4, in No. 9.

To The QUEEN's most Excellent Majesty.

WE, the representatives of Your Majesty's faithful and loyal people of Prince Edward Island, in Colonial Parliament assembled, humbly submit to Your Majesty's royal consideration, that in the session of 1840, the House of Assembly addressed Your Majesty, to which they beg reference, as well as to several Resolutions passed by this House when on the state of the colony, which are herewith submitted with regard to the fishery reserves of this island, under the impression that Your Majesty would be pleased to cause the Executive to put in force a despatch from Lord Glenelg, then Secretary of State for the Colonies, to his Excellency Sir Charles A. Fitzroy, which is as follows:—" (No. 66.) Downing-street, 14th September 1838. Sir, I have received your despatch (No. 27) of the 26th July, recommending the adoption of the alternative suggested in my despatch of the 10th May last (No. 43), of throwing open the fishery reserves on the shores of Prince Edward Island to all British subjects engaging in the fisheries. I have to convey to you my authority for carrying this measure into effect in the manner which you propose. I have, &c. &c. (signed) Glenelg."

The House of Assembly placing every confidence in Your Majesty's justice towards Your loyal subjects, the inhabitants of this island, feel, with unfeigned regret, that there has been no answer to their humble Address, and that thereby a great portion of the inhabitants of this island engaging in the fisheries are subject to very heavy grievances. The House of Assembly would beg to submit, that in addition to the Bills passed by this House in 1839 and 1840, for the regulation of the fishery reserves, the House of Assembly passed a Bill to the same effect in the present session, which the Legislative Council rejected; and as the proprietary claimants of townships in this island are continually harassing with law proceedings fishermen and others located on such reservations, and raising a revenue from that to which they never had any title, to the great discouragement of trade and loss of property in this colony. The House of Assembly beg that Your Majesty would be pleased to order the Crown officers of this island to take legal proceedings against proprietary claimants, for recovering all rents or sums of money which they have received in any ways as arising from said reservations, and give such other directions to the Lieutenant-governor of this island as will in future prohibit proprietary claimants from exacting any rents or arrears of rent for any quantity of lands contained in said reservations. And further, the House of Assembly would humbly, but most earnestly, pray, that Your Majesty would be pleased to order the Lieutenant-governor of this island to throw open said reservations in accordance with said despatch; and that if any dispute should arise between parties availing themselves of the said privilege, that the Legislature shall apply such remedy thereto as the nature of the case may appear to require.

House of Assembly,  
13 April 1842.(signed) W<sup>m</sup> Cooper,  
Speaker.

To The QUEEN's most Excellent Majesty.

The humble Petition of the House of Assembly of Prince Edward Island.

Most respectfully sheweth,

THAT this island was originally granted in large tracts, upon condition that the grantees were to introduce and settle their grants with foreign Protestants, which conditions have not been performed, and the lands are subject to forfeiture; but Your Majesty's predecessors extended indulgence to the grantees to enable them to settle their grants with British subjects. Of this arrangement your Petitioners would not complain, had the proprietors disposed of their lands at a price which emigrants and others could pay, or the interest thereof, as a rent. But the grantees and their assigns, taking advantage of such indulgence to raise the price of the land that the inhabitants were endeavouring to purchase, and had to become tenants, and covenant to pay a rent, which, notwithstanding their best exertions, they are unable to pay, and the tenantry are greatly in arrears for rent, for which many of them are liable to be ejected and deprived of their improvements, made with much cost and labour.

The House of Assembly, to relieve them from much distress, pray Your Majesty to recommend to the Imperial Parliament to pass an enactment for the appointment of commissioners from the neighbouring provinces, authorizing them to fix the price of the land in its original wilderness state, that the tenantry may be enabled to pay such fixed price, or the interest thereof, as a rent; and if the proprietors refuse to submit to this equitable measure, we pray Your Majesty, as an act of justice, to revest the forfeited lands in the Crown.

The House of Assembly herewith forward a series of Resolutions passed on the state of the colony in support of the above, to all of which they pray Your Majesty's favourable consideration.

And Your Petitioners will ever pray for Your Majesty's sacred person.

House of Assembly,  
13 April 1842.(signed) W<sup>m</sup> Cooper,  
Speaker.



— No. 10. —

(No. 34.)

COPY of a DESPATCH from Lieutenant-governor Sir *Henry Vere Huntley* to Lord *Stanley*.Government House, Prince Edward Island,  
22 May 1842.

My Lord,

I HAVE the honour to lay before your Lordship a printed Petition given into my hands by Mr. Cooper, the Speaker of the House of Assembly, at the same time that he also gave me the printed Addresses to Her Majesty upon the subjects of the fishery reserves and escheat.

I have also to transmit to your Lordship a manuscript Petition presented to me, in conjunction with the manuscript Addresses to Her Majesty; all the former professing to be copies of the latter.

Your Lordship will observe, that the manuscript Petition is an original document, and I have every reason to suppose was given to me in mistake, for the House could not have imagined that the Secretary of State would present it to the House of Commons, and a copy would have answered every purpose of making your Lordship aware of the existence of the Petition, if such was their object.

I do not trouble your Lordship with this additional despatch in order to scrutinize this Petition, because I believe that my observations upon the "Resolutions" upon which it is founded will equally apply to it; but more particularly for the purpose of pointing out a discrepancy of some material consideration, which I have marked in each paper by underlining; and it is necessary to state that the original manuscript Petition enclosed strictly corresponds with that now standing upon the Journals of the House, as it was delivered to me. Your Lordship will be pleased to bear in mind that the printed Petition, called a "true copy," which it certainly is not, although dated the "12th of April," was not printed until many days afterwards; indeed, I believe weeks had elapsed, because I felt it necessary to address the Speaker upon the delay in the delivery of the Resolutions connected with it, and these latter, with the said printed Petition, were then presented about the 20th of this month.

Having called your Lordship's attention to these documents, I now beg leave to bring forward an Address which the Legislative Council felt it their duty to present to me, in contradiction of that part of the manuscript Petition relating to conferences.

I have, &amp;c.

(signed) *H. V. Huntley*,  
Lieutenant-governor.

Enclosure 1, in No. 10.

To the Right Honourable and Honourable the Knights, Citizens and Burgesses, in Parliament assembled.

The Petition of the House of Assembly of Prince Edward Island,

Respectfully sheweth,

THAT in 1840 and 1841, your Petitioners applied to your Honourable Body for the redress of heavy grievances affecting the cultivators of land in this colony, in consequence of the whole soil having been granted, in lots of 20,000 acres, to individuals whose management has proved most prejudicial to the interests of the colony, as an appendage of Britain, and most oppressive to the farmers. Printed copies of applications, made in past time to the Privy Council, and of sundry other documents, in proof of the statements of your Petitioners, were last year forwarded to Joseph Hume, Esq., and Resolutions, explanatory of the present state of the colony, are herewith forwarded. Encl. 1, in No. 10.

Your Petitioners are aware of the many important and difficult questions which, relating directly to your own constituents, have a preferable claim to your attention; but they earnestly entreat, that by means of a Committee, or in whatever way to your Honourable Body may seem meet, some steps may be taken this session towards the redress of the heavy grievances which have long oppressed this island.

Your Petitioners have further to submit, that the land on the sea-coast of this island was not granted on the same terms as the rest, but was reserved, part in the Crown, and part "for a free fishery for all British subjects;" that said land has, in many instances, been sold or leased by the grantees; that Lord Glenelg, by despatches dated in 1838, signified Her Majesty's pleasure, that the same should be thrown open, as originally intended, and required the Lieutenant-governor to recommend to the Legislature to pass a law

PRINCE EDWARD  
ISLAND.

No. 10.

Despatch from  
Lieut.-governor  
Sir H. V. Huntley  
to Lord Stanley,  
22 May 1842.

No. 1.

No. 2.

PRINCE EDWARD  
ISLAND.

a law for the regulation of these reserves; that your Petitioners and the Legislative Council entertain views so different, as to the intent of the reservation and the meaning of the despatches, as to have been unable to agree on some principal sections of the Bill which passed the House of Assembly, *though repeated communications, by means of amendments*, have been held betwixt the two bodies, during the three previous sessions; and that there seems no prospect of the Legislative Council ever agreeing to such a Bill as your Petitioners must pass, to do justice to their constituents; and under these circumstances, your Petitioners are under the necessity of praying your Honourable House to take such measures for their relief in this matter, also, as in your wisdom you may deem meet.

And your Petitioners will ever pray.

House of Assembly, April 12th, 1842.

(signed) *William Cooper*,  
Speaker.

(A true copy.)

*William Cullen*, Clerk.

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Enclosure 2, in No. 10.

Council Chamber, 16 April 1842.

Encl. 2, in No. 10.

WHEREAS in a Petition from the House of Assembly of this island, adopted in this present session, and which is to be presented to the House of Commons of Great Britain, it is stated, that this House entertains different views as to the intent and meaning of certain reservations in the original grants of land to the grantees of the Crown, which reservations concern fishery reserves, and likewise different views as to the intent and meaning of certain despatches received from The Queen's ministers on the subject of fishery reserves; and in the said Petition, the Legislative Council are further represented as having been unable to agree with the House of Assembly in some principal sections of the Bills respecting fishery reserves which passed the House of Assembly, though "repeated conferences and communications have been held between the bodies during the three previous sessions:"

Resolved, That after a search of the Journals of both Houses for the years 1839, 1840 and 1841, it appears to this House, that no conference has been at any time held or asked for between the two Houses on the subject of fishery reserves. Therefore, that the allegations of the said Petition, as they respect the proceedings of this House, are entirely without foundation.

And whereas, in the sessions of 1839, 1840 and 1841, as well as in the present, Bills respecting fishery reserves have been sent to this House for its concurrence, from the House of Assembly, containing several provisions in themselves deemed by this House to be inequitable: And whereas the amendments made by this House have been repeatedly rejected by the House of Assembly, and the Bills which have been sent to this House for its concurrence have reiterated the same provisions upon each occasion: Resolved, That this House, consistently with its duty, has been hitherto unable to legislate on this subject, although they fully recognize, and are prepared to protect, the rights of fishermen to exercise their trade on the fishery reserves of this island.

Resolved, That a copy of the foregoing Resolutions be communicated to his Excellency the Lieutenant-governor.

(signed) *K. W. Desbrisay*, D.C.C.

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— No. 11. —

(No. 27.)

COPY of a DESPATCH from Lord Stanley to Lieutenant-governor Sir  
*Henry Vere Huntley*.

Sir,

Downing-street, 14 July 1842.

No. 11.

Despatch from  
Lord Stanley to  
Lieut.-governor  
Sir H. V. Huntley,  
14 July 1842.

I HAVE had the honour to receive your despatches, Nos. 33 and 34, of the 22d of May 1842, enclosing an Address and Petition to The Queen from the House of Assembly of Prince Edward Island, and a Petition to the House of Commons from the House of Assembly, and also enclosing certain Resolutions on the subject of the state of the colony adopted by the House of Assembly. These documents relate to the two questions of the rights of the grantees of Crown land, and to the fishery reserves in Prince Edward Island.

I have laid the Address and the Petition before The Queen. The Petition to House of Commons has been presented to that House.

In obedience to Her Majesty's commands, I have to acquaint you, for the information of the House of Assembly, that Her Majesty's Executive Government must decline to interfere any further in the question in debate between the grantees  
of



of lands in Prince Edward Island, and their tenantry, experience having sufficiently shown that no beneficial result is to be anticipated from any such interference. The duty of the Government will be limited to enforcing a strict observance of the law by the contending parties.

On the subject of the fishery reserves, it will not be in my power to submit to The Queen any advice as to the answer which it may be proper for Her Majesty to return to the Address of the House of Assembly, until I shall be in possession of the report of Her Majesty's Attorney and Solicitor-general on the question of legal right involved in that Address.

I have, &c.,  
(signed) *Stanley.*

PRINCE EDWARD  
ISLAND.

— No. 12. —

(No. 37.)

COPY of a DESPATCH from Lieutenant-governor Sir *Henry Vere Huntley* to Lord *Stanley*.

Government House, Prince Edward Island,  
13 June 1842.

My Lord,

I HAVE the honour to enclose for your Lordship's consideration the copy of a letter I have just received from Mr. Cooper, late Speaker of the House of Assembly, and which that gentleman had addressed to your Lordship in the original.

No. 12.  
Despatch from  
Lieut.-governor  
Sir H. V. Huntley  
to Lord Stanley,  
13 June 1842.

I beg leave to point out an extraordinary error in the fifth paragraph of this copy, wherein Mr. Cooper states that he actually signed the "three copies" as soon as they were struck off by the printer; when in reality these copies are not signed in any handwriting, but have printed upon them, "(signed) William Cooper, Speaker," and attested beneath in writing as "a true copy, Will. Cullen, Clerk H. A."

I have, &c.  
(signed) *H. V. Huntley,*  
Lieutenant-governor.

Enclosure in No. 12.

My Lord,

Township 56, Prince Edward Island,  
North America, 6 June 1842.

THE anxiety felt by many of the inhabitants of this island, that the representations of the House of Assembly on the state of this colony may be favourably treated by ministers, has induced me to address your Lordship to rectify a mistake. The enclosures will show that I am informed of a mistake in the Petitions printed, together with a series of Resolutions agreed to by the House of Assembly, on the state of the colony, which are forwarded by the Lieutenant-governor to the Colonial Office.

Encl. in No. 12.

At the close of the last Session, the clerk of the House of Assembly, and also the printer, were considerably in arrears with their work, and to shorten the Session it was ordered that the Speaker should wait upon the Lieutenant-governor to deliver copies of the Resolutions as soon as they could be prepared after the prorogation.

When the House was prorogued I found that the documents which I was to present to the Governor could not be printed for some time, and I waited upon the Governor to inform him, and to see if he would dispense with my attendance, as the documents could be had or sent to the Governor as soon as they were printed, and with this understanding I obtained the Governor's permission to go home to attend to my farm.

On the receipt of enclosure No. 1, dated the 11th May, I went to Charlotte-town and found that the Resolutions were not printed, but that the printers were ready to begin; and as the Clerk of the House of Assembly has the custody of the votes, I sent for him to attend the printing of the Resolutions and to correct the press, and as soon as three copies were struck off, the clerk handed them to me as correct for my signature; they were signed the 18th May, and presented to the Governor the next day.

And on the 4th June I received from the Governor enclosure No. 2, pointing out that material difference exists between the manuscript Petition presented to the Governor by a Committee of the House of Assembly, and the printed copies presented by me to his Excellency, and it appears the Governor has pointed out the mistake to your Lordship as an extraordinary circumstance.

506.

I received

PRINCE EDWARD  
ISLAND.

I received the last 12 sheets of the printed Journals of the House of Assembly by the same post which brought me the Governor's letter, but I have no copy of the printed documents containing the mistake to compare with the Journals, to know where or what the mistake is.

No. 3 is a copy of my answer to the Governor's letter; and enclosure No. 4 is a copy of my letter to the Clerk of the House of Assembly, desiring him to find out the mistake, and to explain the reasons thereof to the Governor.

The object of the foregoing is to enable your Lordship to discriminate betwixt the Governor's representation of the mistake and mine; and I submit to any censure your Lordship may award on the score of negligence; but I beg your Lordship will not (without proof) impute any intention to me of altering the documents of the House of Assembly to the prejudice of the Government, or of the interest of the people of this colony.

The Right hon. Lord Stanley,  
Her Majesty's Secretary of State  
for the Colonies, &c. &c. &c.

I have, &c.  
(signed) *W<sup>m</sup> Cooper,*  
Speaker.

No. 1.

Secretary's Office, Charlotte-town,  
11 May 1842.

Sir,

I HAVE been directed by the Lieutenant-governor to acquaint you, that he has not yet received the Resolutions passed by the House of Assembly in the late Session, on the state of the colony.

And as the House in their Petition to the House of Commons in reference to this subject, have expressed their earnest desire that steps may be taken during the present Session of Parliament to redress the alleged grievances complained of in these Resolutions, it will be impossible for his Excellency to comply with the wishes of the Assembly by forwarding their Petition, to admit of its being entertained before the prorogation of Parliament, unless the Resolutions be placed in his hands without delay.

William Cooper, Esq.  
Speaker of the House of Assembly.

I have, &c.  
(signed) *T. H. Haviland,*  
Secretary.

No. 2.

Government House, 28 May 1842.

Sir,

I FEEL it right to call your attention to a very material difference which exists between the printed Petition presented by you to me a few days ago, and the manuscript Petition presented to me by a committee of the House of Assembly, the former professing to be "a true copy" of the latter, which is an original signed by yourself, and strictly corresponds with the words of the same document now appearing upon the Journals of the House.

It is almost unnecessary to state, that I have considered proper, in transmitting these documents, to point out this extraordinary circumstance to the Secretary of State for the Colonies.

The Hon. the Speaker of the House of Assembly,  
&c. &c. &c.

I am, &c.  
(signed) *H. V. Huntley,*  
Lieutenant-governor.

No. 3.

Sailor's Hope, 4 June 1842.

Sir Henry,

I HAVE to acknowledge the receipt of your letter of the 28th ult., informing me that the Petition printed with other documents which I had the honour to deliver to your Excellency is different from the original as printed in the Journals. I am sorry that any mistake should appear in the Journals of the House of Assembly, or in the documents forwarded to Her Majesty's Secretary of State for the Colonies; but as the Clerk of the House of Assembly holds the original papers of the Votes of the House, I sent for him to attend the printing of the Resolutions and Petitions, and correct the press, and when he said that the printed copies were correct, I took it for granted they were so, and signed them, as I had no copies or originals to compare with.

I have received the last sheets of the Journals by this post, but I have no means of finding out the mistake; but I have forwarded copies of your Excellency's letter and this to the Clerk of the House, and he will see the necessity of explaining to your Excellency the cause of the mistake.

I have, &c.  
(signed) *William Cooper.*

P.S.—I have enclosed the copy of an apology to the Right honourable Lord Stanley, Her Majesty's Secretary of State for the Colonies, which I trust will meet your Excellency's approbation. *W. C.*

His Excellency Sir Henry V. Huntley,  
Lieutenant-governor, &c. &c. &c.

No. 4.



No. 4.

Dear Sir,

Sailor's Hope, 4 June 1842.

You will see by the Governor's letter to me, and also of my answer (copies of which are enclosed), that there is a mistake in the Petition accompanying Resolutions, which I delivered lately to his Excellency to be forwarded to the Colonial Office. I would understand by the Governor's letter that the mistake is of importance.

You will soon find out the cause, and explain it to the Governor's satisfaction, that it may be corrected at the Colonial Office in England, and prevent any injurious consequences that might result to the colony.

I am, &amp;c.

To William Cullen, Esq.  
Clerk of the House of Assembly, &c. &c. &c.

(signed) William Cooper.

— No. 13. —

(No. 45.)

COPY of a DESPATCH from Sir Henry Vere Huntley to Lord Stanley.

Government House, Prince Edward Island,  
16 July 1842.

My Lord,

WITH reference to my despatch of the 13th June, No. 37, respecting the discrepancy existing between the manuscript and the printed Petitions of the late House of Assembly to the House of Commons, I have the honour to lay before your Lordship an explanation which has been sent to me by the clerk of the former, who had received directions to do so by the late Speaker, Wm. Cooper, Esq.

I have, &amp;c.

(signed) H. V. Huntley, Lieut.-gov.

No. 13.  
Despatch from  
Sir H. Vere  
Huntley to  
Lord Stanley,

Enclosure in No. 13.

Sir,

Charlotte-town, 5 July 1842.

HEREWITH I have the honour to hand you, for the information of his Excellency the Lieutenant-governor, a transcript of the Petition of the late House of Assembly to the Imperial Parliament, on the subject of the fishery reserves.

Encl. in No. 13.

That any discrepancy should have occurred between the engrossed copy and the printed Journals is to me a matter of sincere regret; an interpolation, I find, however, has been surreptitiously made in the original draft of the Petition; viz., the term "Conference" has been struck out, and the words "by means of amendments" are substituted in lieu thereof; which alteration I believe to have been unauthorized by either the Speaker or the House of Assembly.

That a procedure of the kind referred to should have been done by a Member of the House of Assembly would appear to me utterly inconceivable; but I am in duty compelled to state, that such has been actually the case, as there is no room for doubt that the accompanying engrossed copy of the Petition literally corresponds with the original document in my possession, as it stood at the time of setting up the printed Journals.

I have, &amp;c.

The Hon. T. H. Haviland,  
Colonial Secretary, &c. &c. &c.

(signed) W. Cullen,  
Clerk, House of Assembly.

PRINCE EDWARD ISLAND.

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RETURN of PETITION and MEMORIAL of the  
LEGISLATIVE COUNCIL and ASSEMBLY of *Prince*  
*Edward* Island, in February 1842, for Admission  
of CORN and other Produce of that Colony into  
*Great Britain* free.

(*Mr. Hume.*)

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*Ordered, by The House of Commons, to be Printed,*  
*29 July 1842.*

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[*Price 6d.*]

506.

*Under 8 oz.*



## HUDSON'S BAY COMPANY.

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RETURN to an Address of the Honourable The House of Commons,  
dated 26 May 1842;—*for*,

COPY of the existing CHARTER or GRANT by the CROWN to the HUDSON'S BAY COMPANY ; together with Copies or Extracts of the CORRESPONDENCE which took place at the last Renewal of the Charter between the Government and the Company, or of Individuals on behalf of the Company ; also, the Dates of all former Charters or Grants to that Company.

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Colonial Office, Downing-street, }  
25 July 1842.

G. W. HOPE.

(*Mr. Hume.*)

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*Ordered, by The House of Commons, to be Printed,*  
8 August 1842.

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SCHEDULE.

	DATE.	SUBJECT.	PAGE.
Governor of the Hudson's Bay Company to Lord Stanley.	8 June 1842	Enclosing Copies of a Charter of the Hudson's Bay Company, and the License given to the Company by Her Majesty of the exclusive Trade with the Indians in certain parts of North America -	3

CORRESPONDENCE.

No.		DATE.	SUBJECT.	PAGE.
1.	Governor of the Hudson's Bay Company to Lord Glenelg.	10 Feb. 1837	Application for a renewal of the Grant for exclusive Trade with the Indians - - - - -	12
2.	The Under-Secretary of State for the Colonies to Denis Le Marchant, Esq.	28 Feb. 1837	Requesting Opinion of the Lords of the Committee of Privy Council for Trade on the above Letter	18
3.	Denis Le Marchant, Esq. to the Under-Secretary of State for the Colonies.	2 June 1837	In reply : informing Lord Glenelg that the Application of the Hudson's Bay Company should be favourably entertained by his Majesty's Government - - - - -	18
4.	The Under-Secretary of State for the Colonies to Denis Le Marchant, Esq.	25 July 1837	Acknowledges the above: concurrence in the Opinion expressed; and requesting information as to the Negotiations with the Company -	18
5.	J. D. Hume, Esq. to the Under-Secretary of State for the Colonies.	7 Aug. 1837	Stating that no Negotiation has been entered into with the Board of Trade by the Company for a renewal of their License - - - - -	19
6.	The Under-Secretary of State for the Colonies to J. D. Hume, Esq.	15 Aug. 1837	In reply to the above - - - - -	19
7.	Governor of the Hudson's Bay Company to Lord Glenelg.	9 Sept. 1837	Requests decision on the Letter of 10 February (No. 1.) - - - - -	20
8.	Under-Secretary of State for the Colonies to the Governor of the Hudson's Bay Company.	19 Sept. 1837	No objection to proposed renewal, with certain modifications - - - - -	20
9.	Governor of the Hudson's Bay Company to the Under-Secretary of State for the Colonies.	25 Oct. 1837	Encloses Draft of proposed Grant - - - - -	21
10.	Under-Secretary of State for the Colonies to the Governor of the Hudson's Bay Company.	8 Nov. 1837	Requests Copy of the Grant made in 1821 -	21
11.	Governor of the Hudson's Bay Company to the Under-Secretary of State for the Colonies.	10 Nov. 1837	Encloses Copy of the Grant made in 1821 - -	21
12.	Secretary of the Committee of Privy Council for Trade to the Governor of the Hudson's Bay Company.	20 Jan. 1838	Requests further information relative to their Claim for a renewal of the Grant - - - - -	23
13.	Governor of the Hudson's Bay Company to the Lords of the Committee of Privy Council for Trade.	7 Feb. 1838	Sends further information required by the Board of Trade - - - - -	23
14.	Under-Secretary of State for the Colonies to the Governor of the Hudson's Bay Company.	3 Feb. 1838	Approves Draft of the Royal License granting exclusive Trade with the Indians for a further period of 21 years, subject to the alteration of the final Clause respecting the erection of Colonies -	28
15.	Governor of the Hudson's Bay Company to the Under-Secretary of State for the Colonies.	7 Feb. 1838	Acknowledges preceding Letter: accepts terms proposed - - - - -	28
16.	The Under-Secretary of State for the Colonies to A. Y. Spearman, Esq.	3 Feb. 1838	Referring to Letter of 10 February 1837 (No. 1); including Lord Glenelg's proposed Clause relative to the erection of Colonies - - - - -	29
17.	A. Y. Spearman, Esq. to the Under-Secretary of State for the Colonies.	8 Mar. 1838	Requests Lord Glenelg's Opinion as to the amount of Rent to be paid by the Hudson's Bay Company - - - - -	30
18.	The Under-Secretary of State for the Colonies to A. Y. Spearman, Esq.	14 Mar. 1838	In reply to the above, and transmitting the following Letter - - - - -	30
19.	Denis Le Marchant, Esq. to the Under-Secretary of State for the Colonies.	6 Mar. 1838	Respecting the Settlement of the Terms of the Grant in question - - - - -	30
20.	The Under-Secretary of State for the Colonies to Denis Le Marchant, Esq.	14 Mar. 1838	Acknowledges the above - - - - -	31
21.	Assistant Secretary to the Lords of the Treasury to the Governor of the Hudson's Bay Company.	7 June 1838	Transmits the Grant of a License to trade - -	31



## HUDSON'S BAY COMPANY.

COPY of a LETTER from the Governor of the Hudson's Bay Company to  
Lord Stanley.

My Lord,

Hudson's Bay House, London, 8 June 1842.

I HAVE the honour to acknowledge receipt of Mr. G. W. Hope's letter of the 4th instant, enclosing, by direction of your Lordship, copy of an Address of the House of Commons for certain papers relating to the Hudson's Bay Company; and requesting that you may be furnished, for presentation to the House, with a copy of the existing Charter or Grant by the Crown to the Company, together with a list of the dates of all former Charters or Grants to them.

Letter from the  
Governor of the  
Hudson's Bay  
Company to  
Lord Stanley,  
8 June 1842.

In compliance with your Lordship's request, I herewith hand a printed copy of the first and only Charter for incorporating the Hudson's Bay Company, granted by his Majesty King Charles the Second in the year 1670; together with copy of the License given to the Company by Her Majesty, on the 30th May 1838 (under the provisions of the Act 1 & 2 Geo. 4, c. 66), of the exclusive trade with the Indians in such parts of North America as are not part of the lands or territories granted to the Company by their Charter, and not forming any of Her Majesty's provinces in North America, or of any lands or territories belonging to the United States of America or other foreign power.

(A.)

(B.)

The Grant of exclusive trade was first made, on the 6th December 1821, to "The Governor and Company of Adventurers of England trading to Hudson's Bay," in conjunction with "William M'Gillivray, of Montreal, in the province of Lower Canada, esquire, Simon M'Gillivray, of Suffolk-lane, in the city of London, merchant, and Edward Ellice, of Spring-gardens, in the county of Middlesex, esquire."

These gentlemen subsequently surrendered their interest to the Hudson's Bay Company, to whom Her Majesty was pleased to make the Grant of 1838.

I have, &c.

(signed) J. H. Pelly, Governor.

### Enclosure (A.)

THE ROYAL CHARTER for incorporating the HUDSON'S BAY COMPANY, granted by his Majesty King CHARLES the Second, in the 22d year of his reign, A. D. 1670.

CHARLES THE SECOND, by the grace of God King of England, Scotland, France and Ireland, Defender of the Faith, &c., To ALL to whom these presents shall come, greeting: WHEREAS our dear and entirely beloved Cousin, Prince Rupert, Count Palatine of the Rhine, Duke of Bavaria and Cumberland, &c.; Christopher Duke of Albemarle, William Earl of Craven, Henry Lord Arlington, Anthony Lord Ashley, Sir John Robinson, and Sir Robert Vyner, Knights and Baronets; Sir Peter Colleton, Baronet; Sir Edward Hungerford, Knight of the Bath; Sir Paul Neele, Knight; Sir John Griffith and Sir Philip Carteret, Knights; James Hayes, John Kirke, Francis Millington, William Prettyman, John Fenn, Esquires; and John Portman, Citizen and Goldsmith of London; have, at their own great cost and charges, undertaken an expedition for Hudson's Bay, in the north-west part of America, for the discovery of a new passage into the South Sea, and for the finding some trade for furs, minerals and other considerable commodities, and by such their undertaking have already made such discoveries as do encourage them to proceed further in pursuance of their said design, by means whereof there may probably arise very great advantage to us and our kingdom: AND WHEREAS the said Undertakers, for their further encouragement in the said design, have humbly besought us to incorporate them, and grant unto them and their successors the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they shall be, that lie within the entrance of the straits, commonly called Hudson's Straits, together with all the lands, countries and territories upon the coasts and confines of the seas, straits, bays, lakes, rivers, creeks and sounds aforesaid, which are not now actually possessed by any of our subjects, or by the subjects of any other Christian Prince or State: Now KNOW YE, that we, being desirous to promote all endeavours tending to the public good of our people, and to encourage the said undertaking, HAVE, of our especial grace, certain knowledge and mere motion, given, granted, ratified and confirmed, and by these presents, for us, our heirs and successors, do give, grant, ratify and confirm, unto our said Cousin, Prince Rupert, Christopher Duke of Albemarle, William Earl

Preamble.

Grant of incorporation.

Names of original grantees.

Body corporate to be styled "The Governor and Company of Adventurers of England trading into Hudson's Bay."

Rights and privileges, &c. of the Governor and Company.

Grant of a common seal.

A Governor and Committee to be chosen.

Prince Rupert to be the first Governor.

Names of the first Committee.

Power to elect a Deputy Governor.

Oath to be administered to him.

Future Governors how elected.

of Craven, Henry Lord Arlington, Anthony Lord Ashley, Sir John Robinson, Sir Robert Vyner, Sir Peter Colleton, Sir Edward Hungerford, Sir Paul Neele, Sir John Griffith and Sir Philip Carteret, James Hayes, John Kirke, Francis Millington, William Prettyman, John Fenn and John Portman, that they, and such others as shall be admitted into the said society as is hereafter expressed, shall be one body corporate and politic, in deed and in name, by the name of "The Governor and Company of Adventurers of England trading into Hudson's Bay," and them by the name of "The Governor and Company of Adventurers of England trading into Hudson's Bay," one body corporate and politic, in deed and in name, really and fully for ever, for us, our heirs and successors, we do make, ordain, constitute, establish, confirm and declare by these presents, and that by the same name of Governor and Company of Adventurers of England trading into Hudson's Bay, they shall have perpetual succession, and that they and their successors, by the name of "The Governor and Company of Adventurers of England trading into Hudson's Bay," be, and at all times hereafter shall be, personable and capable in law to have, purchase, receive, possess, enjoy and retain lands, rents, privileges, liberties, jurisdictions, franchises and hereditaments, of what kind, nature or quality soever they be, to them and their successors; and also to give, grant, demise, alien, assign and dispose lands, tenements and hereditaments, and to do and execute all and singular other things by the same name that to them shall or may appertain to do; and that they and their successors, by the name of "The Governor and Company of Adventurers of England trading into Hudson's Bay," may plead and be impleaded, answer and be answered, defend and be defended, in whatsoever courts and places, before whatsoever judges and justices, and other persons and officers, in all and singular actions, pleas, suits, quarrels, causes and demands whatsoever, of whatsoever kind, nature or sort, in such manner and form as any other our liege people of this our realm of England, being persons able and capable in law, may or can have, purchase, receive, possess, enjoy, retain, give, grant, demise, alien, assign, dispose, plead, defend and be defended, do, permit and execute; and that the said Governor and Company of Adventurers of England trading into Hudson's Bay, and their successors, may have a common seal to serve for all the causes and businesses of them and their successors, and that it shall and may be lawful to the said Governor and Company, and their successors, the same seal, from time to time, at their will and pleasure, to break, change, and to make anew or alter, as to them shall seem expedient: **AND FURTHER WE WILL**, and by these presents, for us, our heirs and successors, we do ordain, that there shall be from henceforth one of the same Company to be elected and appointed in such form as hereafter in these presents is expressed, which shall be called the Governor of the said Company; and that the said Governor and Company shall or may elect seven of their number, in such form as hereafter in these presents is expressed, which shall be called the Committee of the said Company, which Committee of seven, or any three of them, together with the Governor or Deputy Governor of the said Company for the time being, shall have the direction of the voyages of and for the said Company, and the provision of the shipping and merchandizes thereunto belonging, and also the sale of all merchandizes, goods and other things returned, in all or any the voyages or ships of or for the said Company, and the managing and handling of all other business, affairs and things belonging to the said Company: **AND WE WILL**, ordain and grant by these presents, for us, our heirs and successors, unto the said Governor and Company, and their successors, that they the said Governor and Company, and their successors, shall from henceforth for ever be ruled, ordered and governed according to such manner and form as is hereafter in these presents expressed, and not otherwise; and that they shall have, hold, retain and enjoy the grants, liberties, privileges, jurisdictions and immunities only hereafter in these presents granted and expressed, and no other: And for the better execution of our will and grant in this behalf, **WE HAVE ASSIGNED**, nominated, constituted and made, and by these presents, for us, our heirs and successors, we do assign, nominate, constitute and make our said Cousin, **PRINCE RUPERT**, to be the first and present Governor of the said Company, and to continue in the said office from the date of these presents until the 10th November then next following, if he, the said Prince Rupert, shall so long live, and so until a new Governor be chosen by the said Company in form hereafter expressed: **AND ALSO WE HAVE** assigned, nominated and appointed, and by these presents, for us, our heirs and successors, we do assign, nominate and constitute, the said Sir John Robinson, Sir Robert Vyner, Sir Peter Colleton, James Hayes, John Kirke, Francis Millington and John Portman to be the seven first and present Committees of the said Company, from the date of these presents until the said 10th day of November then also next following, and so until new Committees shall be chosen in form hereafter expressed: **AND FURTHER WE WILL** and grant by these presents, for us, our heirs and successors, unto the said Governor and Company, and their successors, that it shall and may be lawful to and for the said Governor and Company for the time being, or the greater part of them present at any public assembly, commonly called the Court General, to be holden for the said Company, the Governor of the said Company being always one, from time to time to elect, nominate and appoint one of the said Company to be Deputy to the said Governor, which Deputy shall take a corporal oath, before the Governor and three or more of the Committee of the said Company for the time being, well, truly and faithfully to execute his said office of Deputy to the Governor of the said Company, and after his oath so taken shall and may from time to time, in the absence of the said Governor, exercise and execute the office of Governor of the said Company, in such sort as the said Governor ought to do: **AND FURTHER WE WILL** and grant by these presents, for us, our heirs and successors, unto the said Governor and Company of Adventurers of England trading into Hudson's Bay, and their successors, that they, or the greater part of them, whereof the Governor for the

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the time being or his Deputy to be one, from time to time, and at all times hereafter, shall and may have authority and power, yearly and every year, between the first and last day of November, to assemble and meet together in some convenient place, to be appointed from time to time by the Governor, or in his absence by the Deputy of the said Governor for the time being, and that they being so assembled, it shall and may be lawful to and for the said Governor or Deputy of the said Governor, and the said Company for the time being, or the greater part of them which then shall happen to be present, whereof the Governor of the said Company or his Deputy for the time being to be one, to elect and nominate one of the said Company, which shall be Governor of the said Company for one whole year then next following, which person being so elected and nominated to be Governor of the said Company as is aforesaid, before he be admitted to the execution of the said office, shall take a corporal oath before the last Governor, being his predecessor or his Deputy, and any three or more of the Committee of the said Company for the time being, that he shall from time to time well and truly execute the office of Governor of the said Company in all things concerning the same; and that immediately after the same oath so taken, he shall and may execute and use the said office of Governor of the said Company for one whole year from thence next following: And in like sort we will and grant, that as well every one of the above-named to be of the said Company or Fellowship, as all others hereafter to be admitted or free of the said Company, shall take a corporal oath before the Governor of the said Company or his Deputy for the time being to such effect as by the said Governor and Company, or the greater part of them, in any public court to be held for the said Company, shall be in reasonable and legal manner set down and devised, before they shall be allowed or admitted to trade or traffic as a freeman of the said Company: AND FURTHER WE WILL and grant by these presents, for us, our heirs and successors, unto the said Governor and Company, and their successors, that the said Governor or Deputy Governor, and the rest of the said Company, and their successors for the time being, or the greater part of them, whereof the Governor or Deputy Governor from time to time to be one, shall and may from time to time, and at all times hereafter, have power and authority, yearly and every year, between the first and last day of November, to assemble and meet together in some convenient place, from time to time to be appointed by the said Governor of the said Company, or in his absence by his Deputy; and that they being so assembled, it shall and may be lawful to and for the said Governor or his Deputy, and the Company for the time being, or the greater part of them, which then shall happen to be present, whereof the Governor of the said Company or his Deputy for the time being to be one, to elect and nominate seven of the said Company, which shall be a Committee of the said Company for one whole year from then next ensuing, which persons being so elected and nominated to be a Committee of the said Company as aforesaid, before they be admitted to the execution of their office, shall take a corporal oath before the Governor or his Deputy, and any three or more of the said Committee of the said Company, being their last predecessors, that they and every of them shall well and faithfully perform their said office of Committees in all things concerning the same, and that immediately after the said oath so taken, they shall and may execute and use their said office of Committees of the said Company for one whole year from thence next following: AND MOREOVER, our will and pleasure is, and by these presents, for us, our heirs and successors, WE DO GRANT unto the said Governor and Company, and their successors, that when and as often as it shall happen, the Governor or Deputy Governor of the said Company for the time being, at any time within one year after that he shall be nominated, elected and sworn to the office of the Governor of the said Company, as is aforesaid, to die or to be removed from the said office, which Governor or Deputy Governor not demeaning himself well in his said office, WE WILL to be removable at the pleasure of the rest of the said Company, or the greater part of them which shall be present at their public assemblies, commonly called their General Courts holden for the said Company, that then and so often it shall and may be lawful to and for the residue of the said Company for the time being, or the greater part of them, within a convenient time after the death or removing of any such Governor or Deputy Governor, to assemble themselves in such convenient place as they shall think fit, for the election of the Governor or Deputy Governor of the said Company; and that the said Company, or the greater part of them, being then and there present, shall and may, then and there, before their departure from the said place, elect and nominate one other of the said Company to be Governor or Deputy Governor for the said Company, in the place and stead of him that so died or was removed; which person being so elected and nominated to the office of Governor or Deputy Governor of the said Company, shall have and exercise the said office for and during the residue of the said year, taking first a corporal oath, as is aforesaid, for the due execution thereof; and this to be done from time to time so often as the case shall so require: AND ALSO, our will and pleasure is, and by these presents, for us, our heirs and successors, WE DO GRANT unto the said Governor and Company, that when and as often as it shall happen any person or persons of the Committee of the said Company for the time being, at any time within one year next after that they or any of them shall be nominated, elected and sworn to the office of Committee of the said Company as is aforesaid, to die or to be removed from the said office, which Committees not demeaning themselves well in their said office, we will to be removable at the pleasure of the said Governor and Company, or the greater part of them, whereof the Governor of the said Company for the time being or his Deputy to be one, that then and so often, it shall and may be lawful to and for the said Governor, and the rest of the Company for the time being, or the greater part of them, whereof the Governor for the time being or his Deputy to be one, within convenient time after

Oath to be administered to them,

and to each member of the Company

Annual election of a new Committee.

Oath to be administered to the Committee.

Vacancies in the office of Governor and Deputy Governor, how filled up.

Governor or Deputy Governor may be removed,

and others elected.

Members of the Committee may be removed,

and others elected.

Grant of the sole trade, lands, mines, minerals, fisheries, &c.

The territory to be reckoned one of his Majesty's Plantations or Colonies in America, and called Rupert's Land; and the Governor and Company to be the Lords Proprietors of the same for ever.

Governor and Company may assemble and make laws, ordinances, &c. for the good government of their territory and the advancement of their trade;

and may impose penalties and punishments, provided the same are reasonable, and not repugnant to the laws of England.

the death or removing of any of the said Committee, to assemble themselves in such convenient place as is or shall be usual and accustomed for the election of the Governor of the said Company, or where else the Governor of the said Company for the time being or his Deputy shall appoint: And that the said Governor and Company, or the greater part of them, whereof the Governor for the time being or his Deputy to be one, being then and there present, shall and may, then and there, before their departure from the said place, elect and nominate one or more of the said Company to be of the Committee of the said Company in the place and stead of him or them that so died, or were or was so removed, which person or persons so nominated and elected to the office of Committee of the said Company shall have and exercise the said office for and during the residue of the said year, taking first a corporal oath, as is aforesaid, for the due execution thereof, and this to be done from time to time, so often as the case shall require: And to the end the said Governor and Company of Adventurers of England trading into Hudson's Bay may be encouraged to undertake and effectually to prosecute the said design, of our more especial grace, certain knowledge and mere motion, WE HAVE given, granted and confirmed, and by these presents, for us, our heirs and successors, do give, grant and confirm, unto the said Governor and Company, and their successors, the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks, and sounds, in whatsoever latitude they shall be, that lie within the entrance of the straits, commonly called Hudson's Straits, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, lakes, rivers, creeks and sounds aforesaid, that are not already actually possessed by or granted to any of our subjects, or possessed by the subjects of any other Christian Prince or State, with the fishing of all sorts of fish, whales, sturgeons, and all other royal fishes in the seas, bays, inlets and rivers within the premises, and the fish therein taken, together with the royalty of the sea upon the coasts within the limits aforesaid, and all mines royal, as well discovered as not discovered, of gold, silver, gems and precious stones, to be found or discovered within the territories, limits and places aforesaid, and that the said land be from henceforth reckoned and reputed as one of our plantations or colonies in America, called "Rupert's Land:" AND FURTHER, WE DO by these presents, for us, our heirs and successors, make, create and constitute the said Governor and Company for the time being, and their successors, the true and absolute lords and proprietors of the same territory, limits and places aforesaid, and of all other the premises, SAVING ALWAYS the faith, allegiance and sovereign dominion due to us, our heirs and successors, for the same, TO HAVE, HOLD, possess and enjoy the said territory, limits and places, and all and singular other the premises hereby granted as aforesaid, with their and every of their rights, members, jurisdictions, prerogatives, royalties and appurtenances whatsoever, to them the said Governor and Company, and their successors for ever, TO BE HOLDEN of us, our heirs and successors, as of our manor of East Greenwich, in our county of Kent, in free and common soccage, and not in capite or by Knight's service; YIELDING AND PAYING yearly to us, our heirs and successors, for the same, two elks and two black beavers, whensoever and as often as we, our heirs and successors, shall happen to enter into the said countries, territories and regions hereby granted: AND FURTHER, our will and pleasure is, and by these presents, for us, our heirs and successors, WE DO grant unto the said Governor and Company, and to their successors, that it shall and may be lawful to and for the said Governor and Company, and their successors, from time to time, to assemble themselves, for or about any the matters, causes, affairs or businesses of the said trade, in any place or places for the same convenient, within our dominions or elsewhere, and there to hold court for the said Company, and the affairs thereof; and that, also, it shall and may be lawful to and for them, and the greater part of them, being so assembled, and that shall then and there be present, in any such place or places, whereof the Governor or his Deputy for the time being to be one, to make, ordain and constitute such and so many reasonable laws, constitutions, orders and ordinances as to them, or the greater part of them, being then and there present, shall seem necessary and convenient for the good government of the said Company, and of all governors of colonies, forts and plantations, factors, masters, mariners and other officers employed or to be employed in any of the territories and lands aforesaid, and in any of their voyages; and for the better advancement and continuance of the said trade or traffic and plantations, and the same laws, constitutions, orders and ordinances so made, to put in, use and execute accordingly, and at their pleasure to revoke and alter the same or any of them, as the occasion shall require: And that the said Governor and Company, so often as they shall make, ordain or establish any such laws, constitutions, orders and ordinances in such form as aforesaid, shall and may lawfully impose, ordain, limit and provide such pains, penalties and punishments upon all offenders, contrary to such laws, constitutions, orders and ordinances, or any of them, as to the said Governor and Company for the time being, or the greater part of them, then and there being present, the said Governor or his Deputy being always one, shall seem necessary, requisite or convenient for the observation of the same laws, constitutions, orders and ordinances; and the same fines and amerciaments shall and may, by their officers and servants from time to time to be appointed for that purpose, levy, take and have, to the use of the said Governor and Company, and their successors, without the impediment of us, our heirs or successors, or of any the officers or ministers of us, our heirs or successors, and without any account therefore to us, our heirs or successors, to be made: All and singular which laws, constitutions, orders and ordinances, so as aforesaid to be made, WE WILL to be duly observed and kept under the pains and penalties therein to be contained; so always as the said laws, constitutions, orders and ordinances, fines and amerciaments, be reasonable, and not contrary



## TO THE CHARTER OF THE HUDSON'S BAY COMPANY.

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trary or repugnant, but as near as may be agreeable to the laws, statutes or customs of this our realm: AND FURTHERMORE, of our ample and abundant grace, certain knowledge and mere motion, WE HAVE granted, and by these presents, for us, our heirs and successors, DO grant unto the said Governor and Company, and their successors, that they and their successors, and their factors, servants and agents, for them and on their behalf, and not otherwise, shall for ever hereafter have, use and enjoy, not only the whole, entire and only trade and traffic, and the whole, entire and only liberty, use and privilege of trading and trafficking to and from the territory, limits and places aforesaid; but also the whole and entire trade and traffic to and from all havens, bays, creeks, rivers, lakes and seas, into which they shall find entrance or passage by water or land out of the territories, limits or places aforesaid; and to and with all the natives and people inhabiting, or which shall inhabit within the territories, limits and places aforesaid; and to and with all other nations inhabiting any the coasts adjacent to the said territories, limits and places which are not already possessed as aforesaid, or whereof the sole liberty or privilege of trade and traffic is not granted to any other of our subjects: AND WE, of our further royal favour, and of our more especial grace, certain knowledge and mere motion, HAVE granted, and by these presents, for us, our heirs and successors, DO grant to the said Governor and Company, and to their successors, that neither the said territories, limits and places, hereby granted as aforesaid, nor any part thereof, nor the islands, havens, ports, cities, towns or places thereof or therein contained, shall be visited, frequented or haunted by any of the subjects of us, our heirs or successors, contrary to the true meaning of these presents, and by virtue of our prerogative royal, which we will not have in that behalf argued or brought into question: WE STRAITLY charge, command and prohibit, for us, our heirs and successors, all the subjects of us, our heirs and successors, of what degree or quality soever they be, that none of them, directly or indirectly, do visit, haunt, frequent or trade, traffic or adventure, by way of merchandize, into or from any of the said territories, limits or places hereby granted, or any or either of them, other than the said Governor and Company, and such particular persons as now be or hereafter shall be of that Company, their agents, factors and assigns, unless it be by the license and agreement of the said Governor and Company in writing first had and obtained, under their common seal, to be granted, upon pain that every such person or persons that shall trade or traffic into or from any of the countries, territories or limits aforesaid, other than the said Governor and Company and their successors, shall incur our indignation, and the forfeiture and the loss of the goods, merchandizes and other things whatsoever, which so shall be brought into this realm of England, or any the dominions of the same, contrary to our said prohibition, or the purport or true meaning of these presents, for which the said Governor and Company shall find, take and seize in other places out of our dominions, where the said Company, their agents, factors or ministers shall trade, traffic or inhabit by virtue of these our letters patent, as also the ship and ships, with the furniture thereof, wherein such goods, merchandizes and other things shall be brought and found; the one-half of all the said forfeitures to be to us, our heirs and successors, and the other half thereof WE DO by these presents clearly and wholly, for us, our heirs and successors, give and grant unto the said Governor and Company, and their successors: AND FURTHER, all and every the said offenders, for their said contempt, to suffer such other punishment as to us, our heirs and successors, for so high a contempt, shall seem meet and convenient, and not to be in anywise delivered until they and every of them shall become bound unto the said Governor for the time being in the sum of One thousand pounds at the least, at no time then after to trade or traffic into any of the said places, seas, straits, bays, ports, havens or territories aforesaid, contrary to our express commandment in that behalf set down and published: AND FURTHER, of our more especial grace, WE HAVE condescended and granted, and by these presents, for us, our heirs and successors, DO grant unto the said Governor and Company, and their successors, that we, our heirs and successors, will not grant liberty, license or power to any person or persons whatsoever, contrary to the tenor of these our letters patent, to trade, traffic or inhabit, unto or upon any the territories, limits or places afore specified, contrary to the true meaning of these presents, without the consent of the said Governor and Company, or the most part of them: AND, of our more abundant grace and favour to the said Governor and Company, WE DO hereby declare our will and pleasure to be, that if it shall so happen that any of the persons free or to be free of the said Company of Adventurers of England trading into Hudson's Bay, who shall, before the going forth of any ship or ships appointed for a VOYAGE or otherwise, promise or agree, by writing under his or their hands, to adventure any sum or sums of money towards the furnishing any provision, or maintenance of any voyage or voyages, set forth, or to be set forth, or intended or meant to be set forth, by the said Governor and Company, or the more part of them present at any public assembly, commonly called their General Court, shall not within the space of twenty days next after warning given to him or them by the said Governor or Company, or their known officer or minister, bring in and deliver to the Treasurer or Treasurers appointed for the Company, such sums of money as shall have been expressed and set down in writing by the said person or persons, subscribed with the name of said Adventurer or Adventurers, that then and at all times after it shall and may be lawful to and for the said Governor and Company, or the more part of them present, whereof the said Governor or his Deputy to be one, at any of their General Courts or General Assemblies, to remove and disfranchise him or them, and every such person and persons at their wills and pleasures, and he or they so removed and disfranchised not to be permitted to trade into the countries, territories and limits aforesaid, or any part thereof, nor to have any adventure or stock going or remaining with or amongst

Further grant of trade.

And no subjects of his Majesty to trade within the Company's territories without leave from the Company, in writing, under their common seal.

Under penalty of forfeiting all goods, &c. brought from thence into England.

One-half to go to the King, the other to the Company.

Nor will liberty of such trade be given by his Majesty to any person without consent of the Company.

Persons free of the Company, failing to pay the sums respectively engaged to be furnished by them in the Adventure of the Company, may be removed and disfranchised.

What persons may be admitted into the Company.

Votes to be regulated by quantity of stock.

All lands, &c. aforesaid, to be under the government of said Company, who may appoint Governors and other officers to preside within their territories, and judge in all causes, civil and criminal, according to the laws of England;

or criminals may be sent to England for trial.

The Governor and Company may employ, for the protection of their trade and territory, armed force, appoint commanders, erect forts, &c.

Authority given to the Governor and Company to seize any of his Majesty's subjects who (without leave of the Company) trade in their territory, and may send them to England.

the said Company, without the special license of the said Governor and Company, or the more part of them present at any General Court, first had and obtained in that behalf, any thing before in these presents to the contrary thereof in anywise notwithstanding: **AND OUR WILL AND PLEASURE IS**, and hereby we do also ordain, that it shall and may be lawful to and for the said Governor and Company, or the greater part of them, whereof the Governor for the time being or his Deputy to be one, to admit into and to be of the said Company all such servants or factors, of or for the said Company, and all such others as to them or the most part of them present, at any court held for the said Company, the Governor or his Deputy being one, shall be thought fit and agreeable with the orders and ordinances made and to be made for the government of the said Company: **AND FURTHER**, our will and pleasure is, and by these presents, for us, our heirs and successors, **WE DO** grant unto the said Governor and Company, and to their successors, that it shall and may be lawful in all elections and bye-laws to be made by the General Court of the Adventurers of the said Company, that every person shall have a number of votes according to his stock, that is to say, for every hundred pounds by him subscribed or brought into the present stock, one vote, and that any of those that have subscribed less than One hundred pounds may join their respective sums to make up One hundred pounds, and have one vote jointly for the same, and not otherwise: **AND FURTHER**, of our especial grace, certain knowledge and mere motion, **WE DO**, for us, our heirs and successors, grant to and with the said Governor and Company of Adventurers of England trading into Hudson's Bay, that all lands, islands, territories, plantations, forts, fortifications, factories or colonies, where the said Company's factories and trade are or shall be, within any the ports or places afore limited, shall be immediately and from henceforth under the power and command of the said Governor and Company, their successors and assigns; **SAVING** the faith and allegiance due to be performed to us, our heirs and successors as aforesaid; and that the said Governor and Company shall have liberty, full power and authority to appoint and establish Governors and all other officers to govern them, and that the Governor and his Council of the several and respective places where the said Company shall have plantations, forts, factories, colonies or places of trade within any the countries, lands or territories hereby granted, may have power to judge all persons belonging to the said Governor and Company, or that shall live under them, in all causes, whether civil or criminal, according to the laws of this kingdom, and to execute justice accordingly; and in case any crime or misdemeanor shall be committed in any of the said Company's plantations, forts, factories or places of trade within the limits aforesaid, where judicature cannot be executed for want of a Governor and Council there, then in such case it shall and may be lawful for the chief Factor of that place and his Council to transmit the party, together with the offence, to such other plantation, factory or fort where there shall be a Governor and Council, where justice may be executed, or into this kingdom of England, as shall be thought most convenient, there to receive such punishment as the nature of his offence shall deserve: **AND MOREOVER**, our will and pleasure is, and by these presents, for us, our heirs and successors, **WE DO** give and grant unto the said Governor and Company, and their successors, free liberty and license, in case they conceive it necessary, to send either ships of war, men or ammunition, unto any their plantations, forts, factories or places of trade aforesaid, for the security and defence of the same, and to choose commanders and officers over them, and to give them power and authority, by commission under their common seal, or otherwise, to continue or make peace or war with any prince or people whatsoever, that are not Christians, in any places where the said Company shall have any plantations, forts or factories, or adjacent thereunto, as shall be most for the advantage and benefit of the said Governor and Company, and of their trade; and also to right and recompense themselves upon the goods, estates or people of those parts, by whom the said Governor and Company shall sustain any injury, loss or damage, or upon any other people whatsoever that shall any way, contrary to the intent of these presents, interrupt, wrong or injure them in their said trade, within the said places, territories and limits granted by this Charter: And that it shall and may be lawful to and for the said Governor and Company, and their successors, from time to time, and at all times from henceforth, to erect and build such castles, fortifications, forts, garrisons, colonies or plantations, towns or villages, in any parts or places within the limits and bounds granted before in these presents unto the said Governor and Company, as they in their discretion shall think fit and requisite, and for the supply of such as shall be needful and convenient, to keep and be in the same, to send out of this kingdom, to the said castles, forts, fortifications, garrisons, colonies, plantations, towns or villages, all kinds of clothing, provision of victuals, ammunition and implements necessary for such purpose, paying the duties and customs for the same, as also to transport and carry over such number of men, being willing thereunto, or not prohibited, as they shall think fit, and also to govern them in such legal and reasonable manner as the said Governor and Company shall think best, and to inflict punishment for misdemeanors, or impose such fines upon them for breach of their orders, as in these presents are formerly expressed: **AND FURTHER**, our will and pleasure is, and by these presents, for us, our heirs and successors, **WE DO** grant unto the said Governor and Company, and to their successors, full power and lawful authority to seize upon the persons of all such English, or any other our subjects which shall sail into Hudson's Bay, or inhabit in any of the countries, islands or territories hereby granted to the said Governor and Company, without their leave and license in that behalf first had and obtained, or that shall contemn or disobey their orders, and send them to England; and that all and every person or persons, being our subjects, any ways employed by the said Governor and Company, within any the parts, places and limits aforesaid, shall be liable unto and suffer such punishment for any offences by them committed



committed in the parts aforesaid, as the President and Council for the said Governor and Company there shall think fit, and the merit of the offence shall require, as aforesaid; and in case any person or persons being convicted and sentenced by the President and Council of the said Governor and Company, in the countries, lands or limits aforesaid, their factors or agents there, for any offence by them done, shall appeal from the same, that then and in such case it shall and may be lawful to and for the said President and Council, factors or agents, to seize upon him or them, and to carry him or them home prisoners into England, to the said Governor and Company, there to receive such condign punishment as his cause shall require, and the law of this nation allow of; and for the better discovery of abuses and injuries to be done unto the said Governor and Company, or their successors, by any servant by them to be employed in the said voyages and plantations, it shall and may be lawful to and for the said Governor and Company, and their respective President, Chief Agent or Governor in the parts aforesaid, to examine upon oath all factors, masters, pursers, supercargoes, commanders of castles, forts, fortifications, plantations or colonies, or other persons, touching or concerning any matter or thing in which by law or usage an oath may be administered, so as the said oath, and the matter therein contained, be not repugnant, but agreeable to the laws of this realm: AND WE DO hereby straitly charge and command all and singular our Admirals, Vice-Admirals, Justices, Mayors, Sheriffs, Constables, Bailiffs, and all and singular other our officers, ministers, liege men and subjects whatsoever, to be aiding, favouring, helping and assisting to the said Governor and Company, and to their successors, and to their deputies, officers, factors, servants, assigns and ministers, and every of them, in executing and enjoying the premises, as well on land as on sea, from time to time, when any of you shall thereunto be required; ANY STATUTE, act, ordinance, proviso, proclamation or restraint heretofore had, made, set forth, ordained or provided, or any other matter, cause or thing whatsoever to the contrary in anywise notwithstanding. IN WITNESS WHEREOF we have caused these our Letters to be made Patent. WITNESS OURSELF at Westminster, the second day of May, in the two-and-twentieth year of our reign.

The Governor and Company may authorize their Presidents, Agents and others to administer oaths in certain cases.

All Admirals and others his Majesty's officers and subjects, to be aiding and assisting in the execution of the powers, &c. granted by this Charter.

By Writ of Privy Seal.

*Pigott.*

#### Enclosure (B.)

CROWN GRANT to the HUDSON'S BAY COMPANY of the exclusive Trade with the Indians in certain parts of North America, for a further term of Twenty-one Years, and upon the Surrender of a former Grant.

VICTORIA R.

(L. S.)

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith.

To all to whom these Presents shall come, greeting.

WHEREAS, by an Act passed in the Session of Parliament holden in the first and second year of the reign of his late Majesty King George the Fourth, intituled, "An Act for regulating the Fur Trade, and establishing a Criminal and Civil Jurisdiction within certain parts of North America," it was amongst other things enacted, that from and after the passing of the said Act, it should be lawful for his said Majesty, his heirs or successors, to make Grants, or give his or their Royal License, under the hand and seal of one of his or their Principal Secretaries of State, to any body corporate or company, or person or persons, of or for the exclusive privilege of trading with the Indians in all such parts of North America as should be specified in any such Grants or Licenses respectively, not being part of the lands and territories theretofore granted to the Governor and Company of Adventurers of England trading to Hudson's Bay, and not being part of any of our Provinces in North America, or of any lands or territories belonging to the United States of America, and that all such Grants and Licenses should be good, valid and effectual for the purpose of securing to all such bodies corporate, or companies or persons, the sole and exclusive privilege of trading with the Indians in all such parts of North America (except as hereinafter excepted) as should be specified in such Grants or Licenses, any thing contained in any Act or Acts of Parliament, or any law to the contrary notwithstanding; and it was further enacted, that no such Grant or License made or given by his said Majesty, his heirs or successors, of any such exclusive privileges of trading with the Indians in such parts of North America as aforesaid, should be made or given for any longer period than 21 years, and that no rent should be required or demanded for or in respect of any such Grant or License, or any privileges given thereby under the provisions of the said Act for the first period of 21 years; and it was further enacted, that from and after the passing of the said Act, the Governor and Company of Adventurers trading to Hudson's Bay, and every body corporate and company and person to whom any such Grant or License should be made or given as aforesaid, should respectively keep accurate registers of all persons in their employ in any parts of North America, and should once in each year return to the Principal Secretaries of State accurate duplicates of such registers, and should also enter into such security as should be required for the due execution of all processes criminal and civil, as well within the territories included within any such Grant, as within those granted by Charter to the Governor and Company of Adventurers of England trading to Hudson's Bay, and for the producing or delivering into safe custody, for the purpose of trial, all persons in their employ or acting under their authority, who should be charged with any criminal offence, and also for the due and faithful observance of all such rules, regulations and stipulations as should be contained

Enclosure (B.)

in any such Grant or License, either for gradually diminishing and ultimately preventing the sale or distribution of spirituous liquors to the Indians, or for promoting their moral and religious improvement, or for any other object which might be deemed necessary for the remedy or prevention of any other evils which had hitherto been found to exist: And whereas it was in the said Act recited, that by a convention entered into between his said late Majesty and the United States of America, it was stipulated and agreed, that every country on the North-west coasts of America to the westward of the Stoney Mountains should be free and open to the citizens and subjects of the two powers for the term of ten years from the date of the signature of that convention; and it was therefore enacted, that nothing in the said Act contained should be deemed or construed to authorize any body corporate, company or person to whom his said Majesty might, under the provisions of the said Act, make or grant or give a License of exclusive trade with the Indians in such parts of North America as aforesaid, to claim or exercise any such exclusive trade within the limits specified in the said article, to the prejudice or exclusion of any citizens of the said United States of America who might be engaged in the said trade; with a proviso, that no British subject should trade with the Indians within such limits without such Grant or License as was by the said Act required:

And whereas by an instrument under the hand and seal of the Right honourable Earl Bathurst, then one of his said late Majesty's Secretaries of State, and dated the 6th day of December 1821, after reciting therein, as or to the effect aforesaid, and also reciting that the said Governor and Company of Adventurers of England trading to Hudson's Bay, and certain Associations of persons trading under the name of "The North-west Company of Montreal," had respectively extended the fur trade over many parts of North America which had not been before explored, and that the competition in the said trade had been found, for some years then past, to be productive of great inconvenience and loss, not only to the said Company and Associations, but to the said trade in general, and also of great injury to the native Indians and of other persons his said Majesty's subjects; and that the said Governor and Company of Adventurers trading to Hudson's Bay; and William M'Gillivray of Montreal, in the Province of Lower Canada, esquire; Simon M'Gillivray, of Suffolk-lane, in the city of London, merchant; and Edward Ellice, of Spring-gardens, in the county of Middlesex, esquire; had represented to his said Majesty that they had entered into an agreement, on the 26th day of March last, for putting an end to the said competition, and carrying on the said trade for 21 years, commencing with the outfit of 1821, and ending with the returns of the outfit of 1841, to be carried on in the name of the said Governor and Company exclusively, and that the said Governor and Company, and William M'Gillivray, Simon M'Gillivray and Edward Ellice had humbly besought his said late Majesty to make a Grant and give his Royal License to them jointly of and for the exclusive privilege of trading with the Indians in North America, under the restrictions and upon the terms and conditions specified in the said recited Act: his said late Majesty, being desirous of encouraging the said trade, and remedying the evils which had arisen from the competition which had theretofore existed therein, did give and grant his Royal License, under the hand and seal of one of his Principal Secretaries of State, to the said Governor and Company, and William M'Gillivray, Simon M'Gillivray and Edward Ellice, for the exclusive privilege of trading with the Indians in all such parts of North America to the northward and to the westward of the said lands and territories belonging to the United States of America, as should not form part of any of his said Majesty's Provinces in North America, or of any lands or territories belonging to the said United States of America, or to any European government, state or power; and his said late Majesty did also give and grant and secure to the said Governor and Company, and William M'Gillivray, Simon M'Gillivray and Edward Ellice, the sole and exclusive privilege, for the full period of 21 years from the date of that Grant, of trading with the Indians in all such parts of North America as aforesaid (except as hereinafter excepted), and did thereby declare that no rent should be required or demanded for or in respect of that Grant and License, or any privileges given thereby for the said period of 21 years, but that the said Governor and Company of Adventurers trading to Hudson's Bay, and the said William M'Gillivray, Simon M'Gillivray and Edward Ellice, should, during the period of that Grant and License, keep accurate registers of all persons in their employ in any parts of North America, and should once in each year return to his said Majesty's Secretary of State accurate duplicates of such registers, and enter into and give security to his said Majesty, his heirs and successors, in the penal sum of 5,000*l.* for ensuring, as far as in them might lay, or as they could by their authority over the servants and persons in their employ, the due execution of all criminal processes, and of every civil process in any suit where the matter in dispute shall exceed 200*l.*, by the officers and persons legally empowered to execute such processes within all the territories included in that Grant, and for the producing or delivering into custody for purposes of trial all persons in their employ or acting under their authority within the said territories, who should be charged with any criminal offence; and his said Majesty did thereby require that the said Governor and Company, and William M'Gillivray, Simon M'Gillivray and Edward Ellice, should, as soon as the same could be conveniently done, make and submit for his said Majesty's consideration and approval, such rules and regulations for the management and carrying on of the said fur trade with the Indians, and the conduct of the persons employed by them therein, as might appear to his said Majesty to be effectual for diminishing or preventing the sale or distribution of spirituous liquors to the Indians, and for promoting their moral and religious improvement; and his said Majesty did thereby declare, that nothing in that Grant contained should be deemed or construed to authorize the said Governor and Company, and William M'Gillivray, Simon M'Gillivray and Edward Ellice, or any persons in their employ, to claim or exercise any trade with the Indians on the North-west coast of America to the westward of the Stoney Mountains



Mountains, to the prejudice or exclusion of any citizens of the United States of America who might be engaged in the said trade; and providing also by the now reciting Grant, that no British subjects other than and except the said Governor and Company, and the said William M'Gillivray, Simon M'Gillivray and Edward Ellice, and the persons authorized to carry on exclusive trade by them on Grant, should trade with the Indians within such limits during the period of that Grant:

And whereas the said Governor and Company have acquired to themselves all the rights and interests of the said William M'Gillivray, Simon M'Gillivray and Edward Ellice, under the said recited Grant, and the said Governor and Company having humbly besought us to accept a surrender of the said Grant, and in consideration thereof to make a Grant to them, and give to them our Royal License and authority of and for the like exclusive privilege of trading with the Indians in North America, for the like period and upon similar terms and conditions to those specified and referred to in the said recited Grant: NOW KNOW YE, That in consideration of the surrender made to us of the said recited Grant, and being desirous of encouraging the said trade, and of preventing as much as possible a recurrence of the evils mentioned or referred to in the said recited Grant; as also in consideration of the yearly rent hereinafter reserved to us, We do hereby grant and give our License, under the hand and seal of one of our Principal Secretaries of State, to the said Governor and Company, and their successors, for the exclusive privilege of trading with the Indians in all such parts of North America, to the northward and to the westward of the lands and territories belonging to the United States of America, as shall not form part of any of our provinces in North America, or of any lands or territories belonging to the said United States of America, or to any European government, state or power, but subject nevertheless as hereinafter mentioned: And we do by these presents give, grant and secure to the said Governor and Company, and their successors, the sole and exclusive privilege, for the full period of 21 years from the date of this our Grant, of trading with the Indians in all such parts of North America as aforesaid (except as hereinafter mentioned): And we do hereby declare, that no rent shall be required or demanded for or in respect of this our Grant and License, or any privileges given thereby, for the first four years of the said term of 21 years; and we do hereby reserve to ourselves, our heirs and successors, for the remainder of the said term of 21 years, the yearly rent or sum of 5s. to be paid by the said Governor and Company, or their successors, on the first day of June in every year, into our Exchequer, on the account of us, our heirs and successors; and we do hereby declare, that the said Governor and Company, and their successors, shall, during the period of this our Grant and License, keep accurate registers of all persons in their employ in any parts of North America, and shall once in each year return to our Secretary of State accurate duplicates of such registers; and shall also enter into and give security to us, our heirs and successors, in the penal sum of 5,000*l.*, for ensuring, as far as in them may lie, or as they can by their authority over the servants and persons in their employ, the due execution of all criminal and civil processes by the officers and persons legally empowered to execute such processes within all the territories included in this our Grant, and for the producing or delivering into custody for the purposes of trial all persons in their employ or acting under their authority within the said territories who shall be charged with any criminal offence: And we do also hereby require, that the said Governor and Company, and their successors, shall, as soon as the same can be conveniently done, make and submit for our consideration and approval such rules and regulations for the management and carrying on the said fur trade with the Indians, and the conduct of the persons employed by them therein, as may appear to us to be effectual for diminishing or preventing the sale or distribution of spirituous liquors to the Indians, and for promoting their moral and religious improvement: But we do hereby declare, that nothing in this our Grant contained shall be deemed or construed to authorize the said Governor and Company, or their successors, or any persons in their employ, to claim or exercise any trade with the Indians on the North-west coast of America to the westward of the Stoney Mountains, to the prejudice or exclusion of any of the subjects of any foreign states, who, under or by force of any convention for the time being between us and such foreign states respectively, may be entitled to and shall be engaged in the said trade: Provided nevertheless, and we do hereby declare our pleasure to be, that nothing herein contained shall extend or be construed to prevent the establishment by us, our heirs or successors, within the territories aforesaid, or any of them, of any colony or colonies, province or provinces, or for annexing any part of the aforesaid territories to any existing colony or colonies to us, in right of our Imperial Crown, belonging, or for constituting any such form of civil government as to us may seem meet, within any such colony or colonies, province or provinces:

And we do hereby reserve to us, our heirs and successors, full power and authority to revoke these presents, or any part thereof, in so far as the same may embrace or extend to any of the territories aforesaid, which may hereafter be comprised within any colony or colonies, province or provinces as aforesaid:

It being nevertheless hereby declared, that no British subjects other than and except the said Governor and Company, and their successors, and the persons authorized to carry on exclusive trade by them, shall trade with the Indians during the period of this our Grant within the limits aforesaid, or within that part thereof which shall not be comprised within any such colony or province as aforesaid.

Given at our Court at Buckingham Palace, 30th day of May 1838.

By Her Majesty's command.

(L. S.)

(signed)

*Glenelg.*

— No. 1. —

Copy of a LETTER from the Governor of the Hudson's Bay Company to  
Lord *Glenelg*.

Hudson's Bay House,  
London, 10 February 1837.

No. 1.  
Letter from the  
Governor of the  
Hudson's Bay  
Company to  
Lord Glenelg,  
10 February 1837.

My Lord,

THE peace, order and tranquillity which have so successfully been maintained by the Hudson's Bay Company, during the last 15 years, throughout their extensive territories and the adjoining Indian countries, since the passing of the Act 1st & 2d Geo. 4, c. 66, have hitherto made it unnecessary to trouble your Lordship, or the department over which you preside, with any applications or representations relating to the country.

The approaching termination, however, of the grant of exclusive trade to the Company within their limits and the other fur trading districts (15 years of a term of 21 having already expired), and other circumstances and changes which have occurred in the situation of these countries, make it my duty to bring the whole case under the consideration of his Majesty's Government, in order that their opinion may be ascertained with regard to the renewal of the grant, and the further measures that have already become necessary for the administration of justice, the police and government of the increasing population and establishments of this extensive part of his Majesty's dominions.

Your Lordship is aware that the Hudson's Bay Company was incorporated under Charter of his Majesty Charles the Second, in the year 1670; and that that Charter conveyed to them the sole trade and commerce, together with the lands and territories upon the countries, coasts, &c., that were not actually possessed by or granted to any British subjects, or possessed by the subjects of any other Christian Prince or State, to be reckoned and reputed as one of the British plantations or colonies in America called "Rupert's Land."

One of the principal objects in the incorporation of this Company was the fur trade with the Indians inhabiting the territories ceded to them. For many years prior to the conquest of Canada, French subjects had penetrated by the St. Lawrence to the frontiers of Rupert's Land; but no competition had occurred between the traders of the two countries within the territories of the Hudson's Bay Company previous to the cession of Canada to Great Britain.

Subsequent to that period, the greater capital and activity of British subjects led to a competition, first on the frontier parts, then in the interior, and at last to the formation of a Company, combining all the individuals at that time engaged in the trade, to the countries bordering on and west of Lake Superior, under the firm of the North-west Company of Montreal.

It is unnecessary to say more of the eager competition into which this association entered with the Hudson's Bay Company for the trade of the Indian districts, or of the scenes of demoralization and destruction of life and property to which it led; than to refer your Lordship to the ample details on this revolting subject in the Colonial Department; to the agreements at last entered into between the rival companies to put an end to them by the union of their interests in 1821; and to the Act of Parliament passed in the same year to give effect to that union, and to prevent the possibility of the recurrence of competition, by enabling the Crown to grant to the parties interested a License for the exclusive trade, the only means of restraining violence and crime, and of maintaining order under the peculiar circumstances of the country and the case.

The several parties to whom the license was granted made an absolute surrender of their interests in it, in pursuance of further arrangements between them, to the Hudson's Bay Company, in 1824.

Encouraged by the protection given to them by this license, the Hudson's Bay Company have gradually extended their establishments and trade, and taken the further measures for the improvement and civilization of the country and its inhabitants, which I shall have the honour of detailing for your Lordship's information. The result of these measures, and the growth and increasing population of the settlements in the interior, bring yearly additional demands on the resources of the Company for the means of protection and administration. These demands will still further increase in future years; and it becomes absolutely necessary either that an arrangement should be soon made for the extension of the License to the Company, or that some other means should be taken for the expenditure and government of these establishments, in anticipation of the

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the expiration of the present term, if a different policy shall appear advisable to his Majesty's Government.

Before the union of the rival Companies in 1821, the trade on the north-west coast of America, from the Mexican frontiers to Behring's Straits, was nearly or wholly enjoyed by American and Russian subjects. Some efforts had been made, at enormous costs and sacrifices by the North-west Company, to compete with the Americans, the history of which is recorded in a popular work lately published by Mr. Washington Irving, under the title of "Astoria;" but these efforts were both costly and unsuccessful, and the North-west Company were on the point of being compelled to abandon the trade.

The Russian establishment at Norfolk Sound, and at other places on the coast, even so far south as the coast of California, and the American expedition subsequent to the peace from Boston, New York and other parts of the United States, had obtained a monopoly of the coast trade.

In the face of these disadvantages, the Hudson's Bay Company felt it their duty to attempt to regain the trade, and to re-establish British influence in the countries adjoining the coast, and to the mouth of the river of Columbia, within the limits of the last convention entered into with the court of Russia; and they have succeeded, after a severe and expensive competition, in establishing their settlements, and obtaining a decided superiority, if not an exclusive enjoyment of the trade, the Americans having almost withdrawn from the coast.

In the course of the last year they had occasion to appeal to his Majesty's Government for protection and indemnity for a serious act of aggression and violence on the part of an armed Russian force on the coast, which impeded their operations, and occasioned them a loss to the extent of upwards of 20,000*l*. The Russian government has hitherto only consented to disavow the act of its officer, and to give instructions prohibiting further obstruction to the expeditions of the Company within the trading limits agreed upon in the convention; and the Company now wait with the firmest reliance on the further efforts of the Government for an indemnity for their great loss.

Beyond the difficulties arising from an active competition with the Americans, and the violent and oppressive proceedings on the part of the Russians, the Company have had to contend with other serious obstacles, both on the coast and in the interior, from a savage and formidable native population, whose habits of intoxication and other vices, encouraged by the competition, have been to a great degree restrained by the temperate and vigorous conduct of their traders.

Great loss of property, and in some cases loss of life, have been incurred by savage and murderous attacks on their hunting-parties and establishments, and order has only been restored and peace maintained by the employment, at a great expense, of considerable force, and by the exercise, on the part of their servants, of the utmost temper, patience and perseverance.

The Company now occupy the country between the Rocky Mountains and the Pacific by six permanent establishments on the coasts, sixteen in the interior country, besides several migratory and hunting-parties, and they maintain a marine of six armed vessels, one of them a steam-vessel, on the coast.

Their principal establishment and depôt for the trade of the coast and the interior is situated 90 miles from the Pacific, on the northern banks of the Columbia river, and called Vancouver, in honour of that celebrated navigator. In the neighbourhood they have large pasture and grain farms, affording most abundantly every species of agricultural produce, and maintaining large herds of stock of every description; these have been gradually established; and it is the intention of the Company still further, not only to augment and increase them, to establish an export trade in wool, tallow, hides and other agricultural produce, but to encourage the settlement of their retired servants and other emigrants under their protection.

The soil, climate and other circumstances of the country are as much if not more adapted to agricultural pursuits than any other spot in America, and with care and protection the British dominion may not only be preserved in this country, which it has been so much the wish of Russia and America to occupy to the exclusion of British subjects, but British interest and British influence may be maintained as paramount in this interesting part of the coast of the Pacific.

Great exertions have also been made, and much expense incurred by the Company in exploring and taking possession of the interior country between the

Russian

Russian maritime limits and the Frozen Ocean, although little has yet been done in forming permanent establishments, in consequence of the obstruction of the late expedition by the Russians; they also, at considerable cost, and some inconvenience, have not only afforded every assistance to the expeditions fitted out by Government for exploring the coast of the Polar Sea, but in the last season the Council in the interior, under the sanction of, and by the advice of the Board over which I preside, to anticipate the intentions of Russia and the United States, have undertaken to fit out an expedition, composed of their own officers and servants, at the sole expense of the Company, to complete the surveys left unfinished by Sir John Franklin, Captain Beechey and Captain Back.

The Company entertain the most sanguine expectations that the result of this expedition will be the complete survey of the coast of the Polar Sea not hitherto visited by European navigators, and that they will secure for England the reputation of having effected this work, and the other advantages anticipated from previous expeditions undertaken at such expense and risk of life to the nation.

With a view to the formation of a large agricultural settlement within the Company's territories, named in their Charter "Rupert's Land," the Hudson's Bay Company made a grant to the late Earl of Selkirk, in the year 1811, of a tract of country on the banks of the Red and Assiniboim rivers, in about 50° north lat. and 97° west long., where the soil and climate are favourable to cultivation, it being intended that this settlement should be peopled by emigrants from Britain, and that native Indians should be drawn thither from all parts of their territory, with a view to their civilization and moral and religious improvement; and with the object of establishing, in time, a valuable export trade from thence to the mother country in wool, flax, tallow, and other agricultural produce.

Under that arrangement his Lordship, at a very heavy expense, conveyed several hundred families from Europe to that settlement; but the evils attendant on the competition in the fur trade extending to this settlement, occasioned serious breaches of the peace, much loss of life, and the breaking up or abandonment of the settlement by the whites on two different occasions.

In order to remedy certain inconveniences that were found to exist from a divided interest and management in the country, an arrangement was lately entered into with the present Earl of Selkirk, by which the district of country that had been granted to the late Earl has reverted to the Company, under whose management that infant colony is now conducted; and, by the accompanying report of Mr. Simpson, Governor of the Company's territories in North America, it will be seen that Red River settlement has advanced rapidly in population and improvement since 1821, the population being now about 2,000 whites, and 3,000 Indians and half-breeds, who are no longer occupied in the chase, but maintain themselves by agriculture; and there is a prospect that at no very distant period a considerable export trade in the articles of wool, flax, &c., will be established from that settlement.

The right of jurisdiction within Rupert's Land was granted, together with that territory, by the Royal Charter to the Governor and Company, through their local governors and chief factors; and hitherto, whilst there has been no competition between the rival traders, under the protective powers of the Act, has been found sufficient to maintain peace and tranquillity in the settlement at Red River; but the population located there already amounts to 5,000 souls, of a mixed character and degree of civilization, and is increasing so rapidly that it will soon be necessary to have the assistance of a person of competent legal knowledge as Recorder, with other requisite officers, so as to form a more regular court of justice. It will also be necessary to provide a sufficient military or police force to support the civil power.

This rising community, if well governed, may be found useful at some future period, in the event of difficulties occurring between Great Britain and the United States of America, who have several military posts, say those of the Sault St. Mary's, Prairie du Chiens, and the River St. Peter's, established on their Indian frontiers along the line of boundary with British North America.

By the report of Mr. Simpson, your Lordship will likewise see what has been done up to the present time, in reference to the native population, in accordance with the benevolent provisions contained in the License of exclusive trade, under which the Hudson's Bay Company conduct that part of their business, situated beyond the limits of the territories they hold under their Charter; as without that



that License they could not have sufficiently protected even their own territory from the evils of opposition, to have justified or enabled them to carry into effect the various measures described in Mr. Simpson's report, in regard to the civilization and amelioration of the condition of the natives.

By that report it will moreover be seen that the animosities and feuds which kept the Indian country in a state of continued disturbance, extending to the loss of lives and to the destruction of property, ~~have~~, since 1821, entirely ceased; that the sale or distribution of spirituous liquors to the Indians has, in most parts of the country, been entirely discontinued, and in all other parts so much reduced as to be no longer an evil; and that the moral and religious improvement of the native population has been greatly promoted.

And from what I have had the honour of bringing under your Lordship's notice in this communication, it will be seen what the Company has done in reference to the extension of the British trade on the north-west coast, and the exertions they are making in the causes of discovery and science.

Also the views of the Company in regard to the establishing valuable branches of trade from the country to the west of the Rocky Mountains, which they occupy under the exclusive License in question, as well as from the Red River settlement formed within their own territories.

Your Lordship will perceive that much has already been done by the Hudson's Bay Company, resulting from the privileges they enjoy; but that much more, involving great outlay of money and heavy responsibility, will soon be required to be done, in order to complete the operations they have in hand, and to give effect to the measures they have in contemplation, which may hereafter become important to Great Britain in a national point of view; and that without the extension of the term of the License the Company now hold, they could not feel justified, with a due regard to the interests of the numerous parties connected with the business, in following up several of the extensive and expensive arrangements before mentioned, which are now in progress.

I have, therefore, to request that your Lordship will be pleased to bring the subject of this communication under the consideration of his Majesty's ministers; and as there are several important points connected with this subject, that cannot so well be explained in an official despatch as by personal communication, that your Lordship will be further pleased to honour me with an audience as early as convenient, at which Mr. Simpson, who is now preparing for his departure to Hudson's Bay *via* Canada, may attend.

I have, &c.

(signed) *J. H. Pelly*, Governor.

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Enclosure in No. 1.

COPY of a LETTER from *George Simpson*, Esq., to *J. H. Pelly*, Esq.

Sir,

London, 1 February 1837.

Encl. in No. 1.

IN obedience to your commands that I should report on the state of the Indian country and trade, both previous to the year 1821 (when an Act of Parliament was passed, under which the Hudson's Bay Company has, since that time, by virtue of exclusive License, conducted the fur trade) and subsequently to that period, I now do myself the honour of laying before you a brief outline of the then and the present state of the fur trade.

The Indian country, which, previous to the passing and granting of that Act and License, was a scene of violence and outrage, productive of injury to the native population, and of the worst consequences, amounting in very many instances to the loss of life among the whites actively engaged therein, and to a vast sacrifice of property to the parties interested, all arising from the violent competition that existed among the traders, I have the satisfaction to say, has, ever since that period, been in a state of the most perfect tranquillity, beneficial as well to the Indian population as to the parties interested and engaged in the trade.

Previous to that period, an unrestricted supply of spirituous liquor, then an important article of trade, led to the commission of crimes, to the injury of health, and to a state of demoralization among the native population truly lamentable. The measures since taken by the Council in the country, under the instructions of the Board of Direction in England, to remedy those evils have been attended with the happiest results: drunkenness is now of very rare occurrence in any part of the country, and quite unknown throughout the extended district situated to the northward of the Suskatchewaine and Churchill rivers, occupied by the Chipewyan, Beaver Indian, Cree, Yellow Knife, Hare, Dog Rib, and other tribes throughout the numerously inhabited and widely extended plain country to the southward of Suskatchewaine; in the country situated between the

Rocky Mountains and the shores of the Pacific, watered by the Columbia river and its tributaries; in the country known by the name of New Caledonia, situated inland, to the northward of the Columbia river; and among the Chippewa tribes on the shores and interior country of Lakes Superior and Huron; the introduction and use of spirituous and other intoxicating liquors having been strictly prohibited, except in very rare cases for medicinal purposes.

The first introduction of this measure was so unpopular among the natives as to endanger the safety of the trading establishments, rendering it necessary to maintain a large force for their protection, at a heavy expense; and it was only by compensating them for the loss of this baneful indulgence by large gratuities, consisting of presents of British manufacture, that they became reconciled to the privation. In other parts of the country, where it could not, in safety to the white population, be entirely prohibited, the use of it is now gradually diminishing, so as at this time to be no longer an evil; and in no part of the countries through which the Hudson's Bay Company's operations extend are spirituous or intoxicating liquors of any description sold to Indians, or used as a medium of barter or trade. But so inseparable is drunkenness or the abuse of spirituous liquors from opposition in the Indian trade, that on the north-west coast, where we have to contend with the Americans and Russians, and even on the banks of the St. Lawrence and Ottawa rivers, which are exposed to competition in trade, and where the Indians are partially civilized, I am sorry to say our utmost efforts to check it have been altogether unavailing.

A confirmation of these statements is to be seen by reference to the exportations of spirituous liquors to Hudson's Bay, which, since the year 1821, do not exceed on the average 43 puncheons of rum annually for the supply of the whole country situated to the eastward of the Rocky Mountains, comprised in the License of trade granted to the Company, as well as the Company's territories, the population of which, including servants, may be estimated at 120,000 souls, no spirituous liquors having up to this period been distilled in the country.

During the competition in trade previous to the year 1821 (when the exclusive management fell into the hands of the Hudson's Bay Company), it was found impossible to take any effectual measure towards the civilization or moral and religious improvement of the native population. Since that period the Company have established two Protestant missions, under the management of their chaplains at Red River settlement, where there are likewise two Catholic missions and 13 schools.

In this settlement there are resident several thousand Indians and half-breeds, drawn together from all parts of the country, with a view to their civilization and moral and religious improvement. These people have abandoned the chase, and now devote themselves to agricultural pursuits, and it is gratifying to be enabled to say that the zealous endeavours of our missionaries have been most successful.

The Hudson's Bay Company have likewise established missions and schools at several of their principal depôts or posts on the Columbia river, west side of the Rocky Mountains, under the management of another of their chaplains; and at the Red River and Columbia schools, Indian children are educated belonging to many of the distant tribes, who, after attaining the age of manhood, are allowed the option of returning to their homes, becoming agriculturists at Red River settlement, or entering into the Company's service. We are using our utmost endeavours in every other part of the country, where the climate and soil admit of it, to collect the Indians into villages, and direct their attention to agriculture, as the first step towards civilization. This operation is, however, attended with much difficulty, from their erratic habits, and the scanty and precarious subsistence afforded by the chase, which prevents their keeping together in considerable numbers, and applying themselves to husbandry and the pursuits of civilized life, and compels them to separate into small parties of single families, and to wander about in search of food, under circumstances where it is impossible for the missionary to follow them.

I can say, without fear of contradiction, from my intimate knowledge of the country and natives, and of the mode in which the business was conducted, both previous and subsequent to the period since which the exclusive trade has been in the hands of the Company, having held the situation I now have the honour of filling for many years, during which I have been in constant communication with the different tribes inhabiting these extensive countries, and I say it with peculiar satisfaction, that their condition is much ameliorated.

When competition in trade existed, the encouragement afforded to the Indians to make large collections of skins led to the destruction of the fur-bearing animals of all ages and sexes, and at all seasons. If this system had been continued much longer, those animals, which were rapidly decreasing in numbers, would have been almost entirely extirpated. Instead of exhausting the country, we now use every means in our power to preserve it, by withdrawing our trading posts, and the Indians attached to them, for a time from such parts as have been impoverished, so as to enable them to recruit; and by discouraging hunting during the seasons when the females are bearing and rearing their young, the animals are now becoming numerous. The employment we afford at those seasons to many of the Indians, whereby they are brought into frequent communication and intercourse with our officers and servants, tends towards their gradual civilization and improvement; and we find our own interests promoted by an equitable and liberal system of trade and management.

Our different trading establishments are the resort or refuge of many of the natives, who, from age, infirmity or other causes, are unable to follow the chase: they have the benefit of the care and attention, free of expense, of our medical men, of whom about 12 are usually employed in the service, every trading establishment being, in fact, an Indian hospital; advantages which were not and could not have been afforded to them during the competi-  
tion



tion in trade. In short, I have no hesitation in saying, that the native population of the countries through which the Hudson's Bay Company's business extends never derived any real benefit from their intercourse with the whites until the fur trade became exercised under the existing license. In proof of this, the population of some of the tribes, previous to that time, sensibly diminishing, is now increasing; and from my experience of the times of opposition, I can further say, that if the trade were again thrown open to competition, all the horrors of the late contest would break out afresh; drunkenness and demoralization would have their former sway, not only among the natives but among the whites, whom we are now enabled to keep under proper subordination, which was never the case during the excitement occasioned by the rivalry in trade; the fur-bearing animals would in the course of a very few years become nearly extinct; and the inevitable consequences would be, the desertion of the natives by the traders, the latter having no longer any inducement to remain among them; that unfortunate population, thus left to their own resources, must inevitably perish from cold and hunger,—the use of the bow and arrow, and other rude implements, formerly affording them the means of feeding and clothing themselves, being now unknown, and our guns, ammunition, fishing-tackle, iron works, cloth, blankets and other manufactures having become absolutely necessary to their very existence. The country in which the Hudson's Bay Company now trade is divided into four great districts, known by the names of the Northern, Southern, Columbia and Montreal Departments, in which there are 136 establishments, besides hunting expeditions and shipping, affording employment to 25 chief factors, 27 chief traders, 152 clerks, and about 1,200 regular servants, besides the occasional labour in boating and other services of a great number of the natives.

Previous to 1821 the business of the Columbia department was very limited; but it has since been very greatly extended at much expense, and, I am sorry to add, at a considerable sacrifice of life among the Company's officers and servants, owing to the fierce, treacherous and blood-thirsty character of its population, and the dangers of the navigation; it now comprehends 22 trading establishments, besides several migratory, hunting and trading expeditions, and six armed vessels on the north-west coast.

The fur trade is the principal branch of business at present in the country situated between the Rocky Mountains and the Pacific Ocean. On the banks of the Columbia river, however, where the soil and climate are favourable to cultivation, we are directing our attention to agriculture on a large scale, and there is every prospect that we shall soon be able to establish important branches of export trade from thence in the articles of wool, tallow, hides, tobacco, and grain of various kinds.

I have also the satisfaction to say, that the native population are beginning to profit by our example, as many, formerly dependent on hunting and fishing, now maintain themselves by the produce of the soil.

The country situated between the northern bank of the Columbia river, which empties itself into the Pacific, in lat.  $46^{\circ} 20'$ , and the southern bank of Frazer's river, which empties itself into the Gulf of Georgia, in lat.  $49^{\circ}$ , is remarkable for the salubrity of its climate and excellence of its soil, and possesses, within the Straits of De Fuca, some of the finest harbours in the world, being protected from the weight of the Pacific by Vancouver's and other islands. To the southward of the Straits of De Fuca, situated in lat.  $48^{\circ} 37''$ , there is no good harbour nearer than the bay of St. Francisco, in lat.  $37^{\circ} 48''$ , as the broad shifting bar off the mouth of the Columbia, and the tortuous channel through it, renders the entrance of that river a very dangerous navigation even to vessels of small draught of water.

The possession of that country to Great Britain may become an object of very great importance, and we are strengthening that claim to it (independent of the claims of prior discovery and occupation for the purpose of Indian trade) by forming the nucleus of a colony through the establishment of farms, and the settlement of some of our retiring officers and servants as agriculturists.

Our population in Red River settlement amounts to about 5,000 souls, say about 2,000 whites, and about 3,000 half-breeds and Indians. The population, at the close of the late contest in trade, did not amount to as many hundreds; but so pernicious was the excitement occasioned by the contest, even among that small population, that it was then frequently the scene of bloodshed, robbery and riot; and in one of those riots, in the year 1816, 22 persons were killed, and several wounded; among the former was Mr. Semple, Governor of the Company's territories; a man of judgment and discretion, and of the most amiable and benevolent character.

The blessings of tranquillity, however, immediately followed the cessation of that contest, peaceful industry having reigned in the settlement ever since, and offences so few as rarely to call for magisterial interference. Our population, however, is now so large, and increasing so rapidly, both as regards Indians and half-breeds, and whites, that the time has arrived when it is no longer safe to trust the peace of the settlement solely to the good-will of its inhabitants. I, therefore, consider it highly necessary to the security of lives and property, that a court of justice, for the trial of civil and criminal cases, with an efficient police to support the civil power, should be established there without delay.

I have, &c.  
(signed) *Geo. Simpson.*

## 18 COPIES OR EXTRACTS OF CORRESPONDENCE RELATING

## — No. 2. —

COPY of a LETTER from the Under-Secretary of State for the Colonies  
to *Denis Le Marchant*, Esq.

## No. 2.

Letter from the  
Under-Secretary  
of State for the  
Colonies to  
*Denis Le Marchant*,  
Esq.  
28 February 1837.

Sir,

Downing-street, 28 February 1837.

I AM directed by Lord Glenelg to transmit to you herewith a letter addressed to his Lordship by the Governor of the Hudson's Bay Company, describing the present state of the Company's establishment in North America, and calling his Lordship's attention to the approaching termination of the Charter, granting them the exclusive right of trading within their territories.

I am to request that you will bring this letter before the Lords of the Committee of the Privy Council for Trade, and move their Lordships to favour Lord Glenelg with their opinion how far it would be expedient to entertain and encourage the application made by the Company for a renewal of their commercial privileges at the expiration of their present Charter.

I have, &amp;c.

(signed) *J. Stephen.*

10 February 1837.

## — No. 3. —

COPY of a LETTER from *Denis Le Marchant*, Esq., to the Under-Secretary  
of State for the Colonies.

## No. 3.

Letter from *Denis  
Le Marchant*, Esq.  
to the Under-  
Secretary of State  
for the Colonies,  
2 June 1837.

Sir,

Office of Committee of Privy Council for Trade,  
Whitehall, 2 June 1837.

I HAVE laid before the Lords of the Committee of Privy Council for Trade your letter of the 28th February last, with its enclosures, respecting the Hudson's Bay Company, and I am directed by their Lordships to request that you will inform Lord Glenelg, that after an attentive consideration of the facts stated in the above-mentioned enclosures, and of such additional information as their Lordships have been able to obtain on the subject, they have arrived at the conclusion that it is desirable that the application of the Company for a renewal of the exclusive License to trade in those parts of North America beyond the limits of their Charter, which they at present enjoy, should be favourably entertained by his Majesty's Government, with a view to their extension for a definite term of years after the present License shall have expired. The proceedings of the Company of late years appear to their Lordships to have been distinguished generally by a liberal and enlightened policy; and the peculiar nature of the fur trade seems to justify, and even to recommend, the adoption of the principle of conferring exclusive privileges upon a great body engaged in it, however objectionable such a principle appears with reference to commercial affairs generally. It is with reference to these particular circumstances that their Lordships have satisfied themselves that it would not be safe to withdraw from the Company the powers which they now exercise.

Their Lordships have only further to observe, that as to any pecuniary conditions being attached to the renewal of the License under the 1 & 2 Geo. 4, c. 66, that is a point which they presume will be made the subject of communication between Lord Glenelg and the Commissioners of Woods and Forests. They may, however, remark that it would be very unadvisable, in their opinion, to adopt any provisions upon this subject which might tend to cramp the operations of the Company, or place them in unfair competition with other traders in fur.

I am, &amp;c.

(signed) *Denis Le Marchant.*

## — No. 4. —

COPY of a LETTER from the Under-Secretary of State for the Colonies  
to *Denis Le Marchant*, Esq.

## No. 4.

Letter from the  
Under-Secretary  
of State for the  
Colonies to  
*Denis Le Marchant*,  
Esq.  
25 July 1837.

Sir,

Downing-street, 25 July 1837.

I AM directed by Lord Glenelg to acknowledge your letter of the 2d ultimo, relative to the application from the Hudson's Bay Company for a renewal of the exclusive privilege of trading on certain parts of the continent of North America, which they at present enjoy, under a Charter granted in pursuance of the Act 1 & 2 Geo. 4, c. 66.

Lord



Lord Glenelg desires me to express his concurrence in the opinion of the Lords of the Committee of Privy Council for Trade as to the expediency of reviving this Charter; but he directs me to observe, that whenever that step shall be taken it will be indispensable to introduce into the new Charter such conditions as may enable Her Majesty to grant, for the purpose of settlement or colonization, any of the lands comprised in it, and with that view his Lordship thinks that a power should be reserved even of establishing new colonies or provinces within the limits comprised in the Charter. With whatever confidence the sterility of a great part of that extensive portion of the globe, and its unfitness to sustain any considerable population, may have hitherto been asserted, Lord Glenelg thinks that such statements cannot be assumed as incontrovertible; and as the country is very imperfectly known, especially in that part of it which borders on the chain of the lakes, his Lordship is disposed to regard them with distrust. I am, therefore, to request that you will inform me, whether in their negotiations with the Company, the Lords of the Committee of Privy Council for Trade have adverted to any stipulation for the purposes above mentioned, and if not, I am to suggest, that before any further steps are taken, it would be desirable to ascertain whether the Company would object to receive an extension of their Charter at the present time, introducing into it such a reservation as has been mentioned, of the right of establishing new colonies, and of the right of withdrawing from the control and authority of the Company any of the lands comprised in such future colonies.

I am, &c.  
(signed) *J. Stephen.*

— No. 5. —

COPY of a LETTER from *J. D. Hume*, Esq., to the Under-Secretary of State for the Colonies.

Office of Committee of Privy Council for Trade,  
Whitehall, 7 August 1837.

Sir,

YOUR letter of the 25th ultimo, relative to the privileges of the Hudson's Bay Company, has been laid before the Lords of the Committee of Privy Council for Trade, and their Lordships, after having adverted to your former letter of the 28th of February last on the same subject, and the answer thereto of the 2d June, to which you now refer, have directed me to request that you will inform Lord Glenelg that no negotiation has been entered into with this department by the Hudson's Bay Company for a renewal of their License; nor has any measure been taken in the matter under their Lordships' directions, except the transmission of the letter of the 2d of June before mentioned.

I am, however, to state to you, for the information of Lord Glenelg, that the Lords of this Committee are ready, if so desired by him, to confer with the Company upon this subject: at the same time, I am to observe, that, as the peculiar point for discussion relates to colonization, it may be desirable that Lord Glenelg should, in the first instance, apprise the Company of his views upon that subject.

I am, &c.  
(signed) *J. D. Hume.*

— No. 6. —

COPY of a LETTER from the Under-Secretary of State for the Colonies to *J. D. Hume*, Esq.

Sir,

Downing-street, 15 August 1837.

HAVING laid before Lord Glenelg your letter of the 7th instant, I am directed to acquaint you, in answer, that as the Lords of the Committee of Privy Council for Trade have already undergone the labour of investigating the question of the propriety of renewing the Charter of the Hudson's Bay Company, and have formed an opinion on that subject, in which Lord Glenelg coincides, it appears to his Lordship that the negotiation with the Company, as to the terms of their Charter, would be conducted more advantageously for the public interest by their Lordships

No. 5.

Letter from the Under-Secretary of State for the Colonies to *J. D. Hume*, Esq. 7 August 1837.

No. 6.

Letter from the Under-Secretary of State for the Colonies to *J. D. Hume*, Esq. 15 August 1837.

Lordships than by Lord Glenelg ; and in this conclusion he is confirmed by the consideration, that the question is important chiefly in its bearing on the commercial interests of the empire at large.

With regard to the question of colonization, Lord Glenelg will of course explain his views to the Company, if their Lordships should, on further reflection, think that course expedient. But, as he is apprehensive of some danger of producing misconceptions by multiplying the channels of official communication with that body, and as his views on the subject of colonizing the territory in question lie within a very narrow compass, it appears to Lord Glenelg that they may be perhaps more conveniently stated to the Company by the Board of Trade than by himself. Lord Glenelg is of opinion that the public interest may not improbably require the erection of some part of the territory comprised in the Company's Charter into one or more colonies, independent of and distinct from either Upper or Lower Canada. The limits of any such colonies must, for the present, be matter of conjecture and surmise ; but Lord Glenelg thinks that the proposed new Charter should contain an express condition, providing that nothing to be therein contained should prevent Her Majesty, Her heirs and successors, from establishing any such colonies within the territories in question, and that, from the time of their being so established, all the rights of the Company within the limits of any such colony should cease.

I am, &c.

(signed) *J. Stephen.*

— No. 7. —

(Private.)

COPY of a LETTER from the Governor of the Hudson's Bay Company to Lord *Glenelg*.

No. 7.  
Letter from the  
Governor of the  
Hudson's Bay Com-  
pany to Lord  
*Glenelg*,  
9 September 1837.

My Lord,

Hudson's Bay House, 9 September 1837.

It is of so much importance to the Hudson's Bay Company to know the decision of Her Majesty's Government on the subject of the renewal of the Grant of that part of the North-west district of America which is not within the Company's territories, and as the measures which the Company will feel it right to pursue will depend on that decision, and ought to be communicated to their chief in the Columbia by the ship that is now preparing to go to the Pacific, and will sail in the course of the next month, I trust will be a sufficient apology for my now requesting that you will favour me with a communication on this subject, or, if there is any difficulty, with an audience, and much oblige, &c.

(signed) *J. H. Pelly.*

— No. 8. —

COPY of a LETTER from the Under-Secretary of State for the Colonies to the Governor of the Hudson's Bay Company.

No. 8.  
Letter from the  
Under-Secretary  
of State for the  
Colonies to the  
Governor of the  
Hudson's Bay  
Company,  
19 Sept. 1837.

Sir,

Downing-street, 19 September 1837.

I AM directed by Lord *Glenelg* to acknowledge the receipt of your letter, marked "Private," of the 9th instant.

His Lordship directs me to acquaint you in answer, that Her Majesty's Government do not object to the renewal of the Charter of the Hudson's Bay Company, or to the extension of it to the territory to which your letter refers. But it is proposed to stipulate, as the condition of any such grant, that it should not prevent the erection within the limits of the Charter of any new colonies or provinces which Her Majesty may be disposed to establish there ; and that if any such province or colony should be so established, the Charter should thenceforth cease to be in force, so far as respects the territories which may be embraced within the limits of the new colony. Lord *Glenelg* would be happy to know how far it would be in the power of the Company to accept the renewal of the Charter on those terms.

I have, &c.

(signed) *J. Stephen.*



## TO THE CHARTER OF THE HUDSON'S BAY COMPANY.

21

## — No. 9. —

COPY of a NOTE from the Governor of the Hudson's Bay Company to the Under-Secretary of State for the Colonies.

Hudson's Bay House, 25 October 1837.

MR. PELLY presents his compliments to Mr. Stephen, and sends herewith a draft for a Grant to the Hudson's Bay Company of exclusive trade with the Indians in certain parts of North America, drawn in conformity with the original one, and of the Act passed in the second year of his late Majesty Geo. 4, and providing for the conditions contained in Mr. Stephen's letter to him. In it is likewise extended the reservation of trade to the subjects of *any* Foreign State, who, under or by force of any convention between Great Britain and such Foreign State, may be entitled and shall be engaged in said trade. This in the old grant was reserved exclusively for the subjects of the United States; since which a convention has been entered into with the Emperor of Russia. Mr. P. has therefore had it drawn to include *any* Foreign State, which alteration he submits would be advisable to adopt. Should Mr. S. wish to see Mr. P. on the subject, he will, after next week, attend any appointment.

No. 9.  
Note from the Governor of the Hudson's Bay Company to the Under-Secretary of State for the Colonies, 25 October 1837.

For Copy of the Grant to the Hudson's Bay Company, vide p. 9.

## — No. 10. —

COPY of a NOTE from the Under-Secretary of State for the Colonies to the Governor of the Hudson's Bay Company.

Downing-street, 8 November 1837.

MR. STEPHEN presents his compliments to Mr. Pelly, and, with reference to his note of the 25th ultimo, is directed by Lord Glenelg to request that Mr. Pelly will be good enough to furnish his Lordship with a copy of the Grant of exclusive trade with the Indians of North America, which was made to the Hudson's Bay Company in the year 1821.

No. 10.  
Note from the Under-Secretary of State for the Colonies to the Governor of the Hudson's Bay Company, 8 November 1837.

## — No. 11. —

COPY of a NOTE from the Governor of the Hudson's Bay Company to the Under-Secretary of State for the Colonies.

Hudson's Bay House, 10 November 1837.

MR. PELLY presents his compliments to Mr. Stephen; begs to acknowledge his note of the 8th instant, and to enclose for my Lord Glenelg a copy of the Grant of exclusive trade with the Indians of North America, made to the Hudson's Bay Company 5th December 1821.

No. 11.  
Note from the Governor of the Hudson's Bay Company to the Under-Secretary of State for the Colonies, 10 November 1837.

## Enclosure in No. 11.

GEORGE R.

(L. S.)

GEORGE the Fourth, by the Grace of God of the United Kingdom of Great Britain and Ireland King, Defender of the Faith.

To all to whom these Presents shall come, greeting.

WHEREAS an Act passed in the second year of our reign, intituled, "An Act for regulating the Fur Trade, and for establishing a Criminal and Civil Jurisdiction within certain parts of North America;" wherein it is amongst other things enacted, that from and after the passing of the said Act, it should be lawful for us, our heirs or successors, to make Grants or give our Royal License, under the hand and seal of one of our Principal Secretaries of State, to any body corporate or company, or person or persons, of or for the exclusive privilege of trading with the Indians in all such parts of North America as should be specified in any such Grants or Licenses respectively, not being part of the lands or territories heretofore granted to the Governor and Company of Adventurers of England trading to Hudson's Bay, and not being part of any of our provinces in North America, or of any lands or territories belonging to the United States of America, and that all such Grants and Licenses should be good, valid and effectual, for the purpose of securing to all such bodies corporate, or companies or persons, the sole and exclusive privilege of trading with the Indians in all such parts of North America (except as thereafter excepted) as should be specified in such Grants or Licenses,

Encl. in No. 11.

any thing contained in any Act or Acts of Parliament or any law to the contrary notwithstanding; and it was in the said Act further enacted, that no such Grant or License made or given by us, our heirs or successors, of any such exclusive privileges of trading with the Indians in such parts of North America as aforesaid should be made or given for any longer period than 21 years, and that no rent should be required or demanded for or in respect of any such Grant or License, or any privileges given thereby, under the provisions of the said Act, for the first period of 21 years; and it was further enacted, that from and after the passing of the said Act, the Governor and Company of Adventurers of England trading to Hudson's Bay, and every body corporate and company and person, to whom every such Grant or License should be made or given as aforesaid, should respectively keep accurate registers of all persons in their employ, in any parts of North America, and should once in each year return to our Principal Secretaries of State accurate duplicates of such registers, and should also enter into such security as should be required by us for the due execution of all criminal processes, and of any civil process in any suit where the matter in dispute shall exceed 200*l.*, and as well within the territories included in any such Grant as within those granted by Charter to the Governor and Company of Adventurers of England trading to Hudson's Bay, and for the producing and delivering into safe custody, for the purpose of trial, all persons in their employ, or acting under their authority, who should be charged with any criminal offence, and also for the due and faithful observance of all such rules, regulations and stipulations as should be contained in any such Grant or License, either for gradually diminishing and ultimately preventing the sale or distribution of spirituous liquors to the Indians, or for promoting their moral and religious improvement; or for any other object which we might deem necessary for the remedy or prevention of any other evils which have been hitherto found to exist: And whereas it was also in the said Act recited, that by a Convention entered into between his late Majesty and the United States of America, it was stipulated and agreed, that every country on the North-west coast of America to the westward of the Stoney Mountains should be free and open to the citizens and subjects of the two powers for the term of ten years from the date of the signature of that Convention; and it was therefore enacted, that nothing in the said Act contained should be deemed or construed to authorize any body corporate, company or person, to whom his Majesty might, under the provisions of the said Act, make or grant, or give a license of exclusive trade with the Indians, in such parts of North America as aforesaid, to claim or exercise any such exclusive trade within the limits specified in the said article, to the prejudice or exclusion of any citizens of the said United States of America who might be engaged in the said trade: Provided always, that no British subject should trade with the Indians within such limits without such Grant or License as was by the said Act required.

And whereas the said Governor and Company of Adventurers of England trading into Hudson's Bay, and certain Associations of persons trading under the name of the "North-west Company of Montreal," have respectively extended the fur trade over many parts of North America which had not been before explored: And whereas the competition in the said trade has been found for some years past to be productive of great inconvenience and loss, not only to the said Company and Associations, but to the said trade in general, and also of great injury to the native Indians, and of other persons our subjects: And whereas the said Governor and Company of Adventurers of England trading into Hudson's Bay, and William M'Gillivray, of Montreal, in the Province of Lower Canada, esquire, Simon M'Gillivray, of Suffolk-lane, in the City of London, merchant, and Edward Ellice, of Spring-gardens, in the County of Middlesex, esquire, have represented to us, that they have entered into an agreement, on the 26th day of March last, for putting an end to the said competition, and carrying on the said trade for 21 years, commencing with the outfit of 1821, and ending with the returns of 1841, to be carried on in the name of the said Governor and Company exclusively:

And whereas the said Governor and Company, and William M'Gillivray, Simon M'Gillivray and Edward Ellice, have humbly besought us to make a Grant, and give our Royal License to them jointly, of and for the exclusive privilege of trading with the Indians in North America, under the restrictions and upon the terms and conditions specified in the said recited Act: Now know YE, That we, being desirous of encouraging the said trade and remedying the evils which have arisen from the competition which has heretofore existed therein, do grant and give our Royal License, under the hand and seal of one of our Principal Secretaries of State, to the said Governor and Company, and William M'Gillivray, Simon M'Gillivray and Edward Ellice, for the exclusive privilege of trading with the Indians in all such parts of North America to the northward and the westward of the lands and territories belonging to the United States of America as shall not form part of any of our provinces in North America, or of any lands or territories belonging to the said United States of America, or to any European government, state or power; and we do by these presents give, grant and secure to the said Governor and Company, and William M'Gillivray, Simon M'Gillivray and Edward Ellice jointly, the sole and exclusive privilege, for the full period of 21 years from the date of this our Grant, of trading with the Indians in all such parts of North America as aforesaid (except as hereinafter excepted); and we do hereby declare that no rent shall be required or demanded for or in respect of this our Grant and License, or any privileges given thereby, for the said period of 21 years, but that the said Governor and Company, and the said William M'Gillivray, Simon M'Gillivray and Edward Ellice shall, during the period of this our Grant and License, keep accurate registers of all persons in their employ in any parts of North America, and shall once in each year return to our Secretary of State accurate duplicates of such registers, and shall also enter into and give security to us,

our



## TO THE CHARTER OF THE HUDSON'S BAY COMPANY.

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our heirs and successors, in the penal sum of 5,000*l.* for ensuring, as far as in them may lie, the due execution of all criminal processes, and of any civil process in any suit where the matter in dispute shall exceed 200*l.*, by the officers and persons legally empowered to execute such processes within all the territories included in this our Grant, and for the producing and delivering into safe custody, for purposes of trial, any persons in their employ, or acting under their authority within the said territories, who may be charged with any criminal offence.

And we do also hereby require, that the said Governor and Company, and William M'Gillivray, Simon M'Gillivray and Edward Ellice shall, as soon as the same can be conveniently done, make and submit for our consideration and approval such rules and regulations for the management and carrying on the said fur trade with the Indians, and the conduct of the persons employed by them therein, as may appear to us to be effectual for gradually diminishing or ultimately preventing the sale or distribution of spirituous liquors to the Indians, and for promoting their moral and religious improvement.

And we do hereby declare, that nothing in this our Grant contained shall be deemed or construed to authorize the said Governor and Company, or William M'Gillivray, Simon M'Gillivray and Edward Ellice, or any person in their employ, to claim or exercise any trade with the Indians on the north-west coast of America to the westward of the Stoney Mountains, to the prejudice or exclusion of any citizens of the United States of America, who may be engaged in the said trade: Provided always, that no British subjects other than and except the said Governor and Company, and the said William M'Gillivray, Simon M'Gillivray and Edward Ellice, and the persons authorized to carry on exclusive trade by them on Grant, shall trade with the Indians within such limits during the period of this our Grant.

Given at our Court at Carlton-house the 5th day of December 1821, in the second year of our reign.

By his Majesty's command.

(L. s.)

*Bathurst.*

## — No. 12. —

COPY of a LETTER from the Secretary of the Committee of Privy Council for Trade to the Governor of the Hudson's Bay Company.

Office of Committee of Privy Council for Trade,  
Whitehall, 20 January 1838.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you, that they have received from Lord Glenelg your application on behalf of the Hudson's Bay Company for a renewal of the exclusive right of trading granted to the Company by the Royal License dated the 6th of December 1821, with the view of leaving the arrangement of the terms of such renewal to the determination of this Board.

Their Lordships not feeling themselves qualified, without further information than is contained in the papers transmitted to them from the Colonial Office, to settle this matter satisfactorily, I am directed to request that you will favour this Board with some account of the past and present state of the Company, with reference to its capital, and the dividends paid thereon, as well as any other circumstances that may assist the Board in coming to a decision upon the terms of the proposed License.

I am, &c.

(signed) *Denis Le Marchant.*

## — No. 13. —

COPY of a LETTER from the Governor of the Hudson's Bay Company to the Lords of the Committee of Privy Council for Trade.

My Lords,

Hudson's Bay House, 7 February 1838.

I HAVE the honour to acknowledge a letter addressed to me by your Lordships' direction, through Mr. Le Marchant, under date 20th ult., wherein you inform me that you have received from Lord Glenelg my application on behalf of the Hudson's Bay Company for a renewal of the exclusive right of trade granted to the Company by the Royal License dated 6th December 1821, with the view of leaving the arrangement of the terms of such renewal to the determination of your Board, and that your Lordships, not feeling qualified without further information than is contained in the papers transmitted to you from the Colonial Office to settle the matter satisfactorily, request that I should furnish some

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account

## No. 12.

Letter from the Secretary of the Committee of Privy Council for Trade to the Governor of the Hudson's Bay Company,  
20 January 1838.

## No. 13.

Letter from the Governor of the Hudson's Bay Company to the Lords of the Committee of Privy Council for Trade,  
7 February 1838.

account of the past and present state of the Company, with reference to its capital, and the dividends paid thereon, as well as any other circumstances that may assist the Board in coming to a decision on the terms of the proposed License.

In accordance with that request, I now beg to lay before you the following particulars, which I have no doubt will satisfy you that the Hudson's Bay Company have every reason confidently to expect that Her Majesty's Government will be pleased to grant them a renewal of the License of exclusive trade of the country denominated "Indian Territories," beyond the limits of the Company's Charter, without any rent or pecuniary consideration being required for the same, nor subject to any other condition than that proposed by the accompanying letter from the Secretary of State for the Colonies.

The Hudson's Bay Company was incorporated in the year 1670, under a Royal Charter of Charles the Second, which granted them certain territories in North America described in that Charter, together with exclusive privileges of trade, &c. &c. Between the years 1670 and 1690, a period of 20 years, the profits appear to have been very large, as, notwithstanding losses sustained by the capture of the Company's establishments by the French in the years 1682 to 1688, amounting to 118,014*l.*, they were enabled to make a payment to the proprietors in 1684 of 50 per cent.; another payment in 1688 of 50 per cent.; and of a further payment in 1689 of 25 per cent.

In 1690 the stock was trebled without any call being made, besides affording a payment to the proprietors of 25 per cent. on the increased or newly-created stock; in the years 1692, 1694, 1696 and 1697, the Company incurred loss and damage, to the amount of 97,500*l.*, by other captures of their establishments by the French.

These losses appear to have rendered it necessary for the Company to borrow money, on which they paid six per cent. interest; they were enabled, nevertheless, in 1720, again to treble their capital stock, with only a call of 10 per cent. on the proprietors, and, notwithstanding another heavy loss sustained, by the capture of their establishments by the French under La Perouse, in 1782, they appear to have been enabled to pay dividends of from 5 to 12 per cent., averaging nine per cent., and showing, as nearly as I am able to judge from the defective state of the books during the past century, profits on the originally subscribed capital stock actually paid up of between 60 and 70 per cent. per annum from the year 1690 to 1800.

Up to this period the Hudson's Bay Company had no great cause for complaint of interference with their inland trade, and if they had been left unmolested, or been protected in the undisturbed possession of it, and of the rights and privileges vested in them by their Charter, they would in all probability have continued in the enjoyment of the advantages they were then deriving from their labours and exertions in those remote and little frequented wilds.

But about that period their rights of territory and trade were invaded by rival traders, which led to animosities, feuds and breaches of the peace, extending to the loss of lives, and considerable destruction of property, injurious to the native Indians, by reason of the unrestricted use of spirituous liquors and other demoralizing influence, consequent on opposition, and so prejudicial to the interests of the Hudson's Bay Company, that between 1800 and 1821, a period of 22 years, their dividends were, for the first eight years, reduced to four per cent.; during the next six years they could pay no dividend at all; and for the remaining eight years they could only pay four per cent.

During a long succession of years, while this destructive contest existed, very frequent applications for protection and redress were made by the Hudson's Bay Company to his Majesty's Government, as may be seen by reference to the records of the Colonial Office, but without avail, and scenes of bloodshed, robbery and demoralization, revolting to humanity, were allowed to pass without any effectual measures being taken to punish or prevent them, although the Hudson's Bay Company had every claim on Government to support them in their just rights of territory and trade.

At length, in the year 1821, when the violence of the contest had nearly exhausted the means of both parties, an arrangement was entered into between them, by which their interests became united, under the management of the Hudson's Bay Company.

The proprietary were then called upon to pay 100*l.* per cent. upon their capital, which, with the stock in trade of both parties in the country, formed a capital



capital stock of 400,000*l.*, on which four per cent. dividend was paid in the years 1821 to 1824, and from that time to the present, half-yearly dividends of five per cent., with a bonus of 10 per cent. from the year 1828 to 1832, and since that an average bonus of six per cent. until last year, when none was paid.

When your Lordships come to consider the very hazardous nature of the trade, requiring a degree of enterprise unknown to almost any other business, together with the heavy losses to which the parties interested therein were subjected for a long series of years, from the want of protection and support, which they had a right to expect from his Majesty's Government, I feel assured your Lordships will join me in opinion that the profits now arising from the business are no more than a fair return for the capital employed, and the services the Hudson's Bay Company are rendering the mother country in securing to it a branch of commerce which they are at present wresting out of the hands of foreigners, subjects of Russia and the United States of America, but which the Company would have been unable to prosecute, had they not been protected by the License of exclusive trade they now hold.

In looking at these profits, however, it should be borne in mind that Hudson's Bay stock, in like manner as in all other stocks, changes hands very frequently, and that the price of the stock is entirely regulated by the return it produces, thereby affording to the bulk of the present proprietors little more than six per cent. for their money.

In order to secure to the Company the enjoyments of the rights of territory and trade granted to them by their Charter, and to prevent a recurrence of the evils attendant on rivalry or competition in trade that existed for so long a time, and were productive of such disastrous consequences in so remote a country, that the difficulty of bringing offenders to justice amounted to an impossibility of giving effect to the laws, the Act of 1st & 2d Geo. 4, c. 66, was passed, and under the provisions of that Act, a License was granted to the Hudson's Bay Company for the exclusive privileges of trade in the districts of country denominated the Indian Territories for a term of 21 years.

That the peace and tranquillity of the country has been restored; that the abuse of spirituous liquors has been discontinued; that the condition of the native population is greatly ameliorated; and that the commercial interests of Great Britain are improving under the management of the Hudson's Bay Company, through the provisions of that Act, will appear manifest by the report of Mr. Simpson, the governor of the Company's territories, and their principal representative in North America, which accompanied my application of 10th February last to Lord Glenelg (*vide* page 12), copies of which are herewith transmitted for your Lordships' information.

The Act in question, while extending the criminal and civil jurisdiction of the courts in Canada to the Company's territories, held under their Charter, and to the Indian territories comprehended in the License of exclusive trade, contemplated the necessity of establishing courts of record, under the great seal, for the trial of criminal and civil offences, and for the appointment of proper officers to act in aid of such courts within the territories of the Hudson's Bay Company and the Indian territories.

Had the establishment of such courts been necessary, it would have subjected the Government to a heavy expense in the payment of Commissioners and in the maintenance of legal authority; and from the state of the country while open to competition, it is natural to infer, that such would have been necessary had the exclusive right of trade not been in the hands of the Hudson's Bay Company, who by their good management have rendered those measures uncalled for, thereby occasioning a considerable saving of expense, to which, under other circumstances, the mother country would have been exposed.

Hitherto the peace of the country has been maintained at a moderate expense to the Hudson's Bay Company; but the population of their principal agricultural settlement of Red River is now so much increased, amounting to upwards of 5,000 souls, principally Indians and half-castes belonging to all the interior tribes, who are very difficult of management, that it has become necessary to establish a more regular form of government and administration of the

laws

laws than heretofore. These measures are now in progress, and it is estimated that the attendant expenses will exceed 5,000*l.* per annum, which will be borne by the Company, although they might, with great propriety, call on Her Majesty's Government to relieve them from that charge.

By reference to Mr. Simpson's report, your Lordships will observe, that the Company are incurring other heavy expenses, which are augmenting from year to year, connected with that infant settlement, from which they derive no benefit in regard to trade, as there are no fur-bearing animals in that part of the country, but which in due time promises to become valuable to the mercantile interests of the mother country in the production of wool, flax, and other exports; while the population benefit by the change of habits of life that have been produced by a change of occupation, as the inhabitants have abandoned the chase, and now employ themselves in agricultural pursuits; while moral and religious instruction are afforded them by the Company's chaplains and schoolmasters.

This settlement, which affords so much benefit to the native population, requires the most vigilant attention on the part of the Company, as its inhabitants are of so mixed a character, and so little used to the restraints of civilized life, that mismanagement would inevitably lead to an outbreak among them, which would prove ruinous to their trade throughout the country.

Such outbreak had very nearly occurred last year, occasioning much apprehension in the minds of the Company, through the mischievous instigation of a man named "Dickson," styling himself "Liberator of the Indian Race," who succeeded in assembling a number of leading half-breeds, and proceeded with them to Red River, with the view of raising that population, so as to seize the Company's depôts and trading posts, and taking possession of the trade and country, as may be seen by reference to the accompanying correspondence with the Foreign Office.\* this I notice, in order to show how precarious the Company's tenure of their trade is, and how much they require the countenance and support of Her Majesty's Government, in affording them protection from the intrusion of strangers.†

The principal benefit the Company derive from the exclusive License of trade is the peaceable occupation of their own proper territory, from which they draw nearly the whole of the profits of their trade, and for the protection of which they have a right to look to Government in common with the rest of Her Majesty's subjects, as the trade of the country embraced in the Royal License is as yet of very little benefit to them, and affords greater advantages to the mother country in the employment of shipping, and in the revenue arising from imports and exports, than the Company derive from it.

The country denominated "Indian Territories," comprehended in the Royal License, is principally situated on the west side of the Rocky Mountains, the most valuable part thereof being the north-west coast, bordering on the shores of the Pacific.

For many years previous to the grant of exclusive trade to the Hudson's Bay Company, the trade of that coast was engrossed by the subjects of the United States of America and Russia, the only establishment occupied by British traders being "Astoria," afterwards named "Fort George," at the mouth of the Columbia River, while no attempt was made, through the means of shipping, to obtain any part of the trade of the coast; and so unprofitable was it in the years 1818, 1819, 1820, 1821 and 1822, and so difficult of management, that several of the leading and most intelligent persons in the country strongly recommended that the Company should abandon it altogether. The Company, however, felt that the honour of the concern would, in a certain degree, be compromised were they to adopt that recommendation, holding as they did under Government the License in question, and with a degree of energy and enterprise, which I feel assured your Lordships will admit, reflects much credit on themselves and on their officers and servants in the country, they directed their efforts so vigorously to that branch of the business, that they compelled the American adventurers, one by one, to withdraw from the contest, and are now pressing the Russian Fur Company so closely, that although that association is supported by its government to the extent of affording them the assistance of a strong military guard at each of their establishments, which, with their shipping,

\* As the Correspondence with the Foreign Office referred to does not relate to the renewal of the Grant to the Hudson's Bay Company, it has not been appended to these Papers.



shipping, are officered by naval and military officers of the Imperial army and navy, we are gaining ground upon them, and hope at no very distant period to confine them to the trade of their own proper territory.

The outlay and expense attending this competition in trade are so heavy, that the profits are yet but in perspective, none worthy of notice having been realized, the result showing some years a trifling loss, and in others a small gain, fluctuating according to the degree of activity with which the contest is maintained; but by energy and perseverance, we hope, in due time, to bring it to a more favourable issue, if the facilities of protection now required of Her Majesty's Government be afforded.

This trade, nevertheless, affords employment to about 1,000 men, occupying 21 permanent trading establishments, two migratory, trading and trapping expeditions, a steam vessel, and five sailing vessels from 100 to 300 tons burthen, all armed; and so dangerous is the trade, that I lament to say that it has not been unattended with loss of life.

In order to afford your Lordships an opportunity of forming some idea of the strength of opposition we have to contend against, and the difficulty we have to encounter in this branch of business, I beg to enclose copy of a memorandum\* I lately had occasion to hand to Her Majesty's Secretary of State for Foreign Affairs, in reference to the operations of the Russians in that quarter.

That the Hudson's Bay Company have the strongest possible claims upon Her Majesty's Government for a renewal of the exclusive License of trade, without any rent or pecuniary consideration whatsoever, cannot, I should hope, admit of a question after the explanation I have given; but when it is considered that the greater part of the country to which the License applies is Indian country, opened by treaty to citizens of the United States of America, as well as to British subjects, and, consequently, the License of exclusive trade does not protect the Company from the competition of citizens of the United States, it must appear evident that no substantial benefit is likely to arise from the boon we are soliciting, beyond the probable means of affording peace to our own territories, in the tranquillity of which Her Majesty's Government ought to feel as deep an interest as the stockholders of the Hudson's Bay Company.

If further proof be necessary that we are not in the undisturbed enjoyment of the fur trade, I beg to hand to your Lordships copy of applications we have lately had occasion to make to the Secretary of State for Foreign Affairs for redress of grievances sustained by the aggression of Russian authorities at Stikine, on the north-west coast, in the year 1834, by the violation of a treaty between Great Britain and his Imperial Majesty, involving a claim of 20,000*l.*, loss and damage actually sustained by the Hudson's Bay Company, for which, as yet, they have received no indemnification, although they confidently look to obtain such through the efforts of Her Majesty's Secretary of State for Foreign Affairs.

On the grounds of promoting discovery and science, we have likewise a strong claim on the countenance and support of Her Majesty's Government, as at this moment the Company have an expedition on foot, quite unconnected with any ulterior views towards any pecuniary advantage or benefit arising from trade, but solely for the honour of completing the survey of the northern coast of America, at a cost to the Company, before it can be accomplished, of several thousand pounds,—an object that has attracted the attention not only of Great Britain, but of Russia and other foreign powers.

I could enlarge on the claims of the Hudson's Bay Company to the privileges I am now soliciting at your Lordship's hands, but I should hope that sufficient has been already said to induce you to concur with the Secretary of State for the Colonies, in granting a renewal of the exclusive License of trade to the Hudson's Bay Company, on the conditions detailed in Mr. Stephen's letter to me of 19th September last, by Lord Glenelg's directions, already referred to, and with the conditions of which I am, on behalf of the Hudson's Bay Company, ready to comply.

Allow me to hope for an early and favourable consideration of this subject, as several important arrangements, in reference to the government of the country, the

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\* As the Memorandum referred to does not relate to the renewal of the Grant to the Hudson's Bay Company, it has not been appended to these Papers.

the formation of a police corps, the mode of administering justice, and further measures for more effectually resisting the encroachments of the Russians on the British territory, all involving a heavy outlay of money, are now pending, and cannot be determined until I am favoured with your Lordship's decision on this subject.

I have, &c.

(signed) *J. H. Pelly*, Governor.

—No. 14.—

COPY of a LETTER from the Under-Secretary of State for the Colonies to the Governor of the Hudson's Bay Company.

Sir,

Downing-street, 3 February 1838.

No. 14.  
Letter from the  
Under-Secretary  
of State for the  
Colonies to the  
Governor of the  
Hudson's Bay  
Company,  
3 February 1838.

WITH reference to your letter of the 25th October last, I am directed by Lord Glenelg to inform you, that his Lordship, having attentively considered the draft of the Royal License, granting to the Hudson's Bay Company the exclusive trade with the Indians in certain parts of North America for a further period of 21 years, and the draft of the Covenant for the performance of the conditions contained in that License which you have transmitted, will be prepared, subject to one alteration, to advise Her Majesty to direct the issue of Her Royal License in the terms which you have proposed. The alteration to which I have alluded is in the final clause, respecting the erection of colonies within the territory comprised in the grant, for which Lord Glenelg would propose to substitute the following words:—

"Provided nevertheless, and we do hereby declare our pleasure to be, that nothing herein contained shall extend or be construed to extend to prevent the establishment by us, our heirs or successors, within the territories aforesaid, or any of them, of any colony or colonies, province or provinces, or for annexing any part of the aforesaid territories to any existing colony or colonies, to us in right of our Imperial Crown belonging, or for constituting any such form of civil government as to us may seem meet within any such colony or colonies, province or provinces; but with a view to the establishment of any such colony or colonies, province or provinces, or to the introduction of any such form of civil government, we do hereby reserve to us, our heirs and successors, full power and authority to revoke these presents, or any part thereof, in so far as the same may embrace or extend to any of the territories aforesaid, which may hereafter be comprised within any such colony or colonies, province or provinces as aforesaid."

For Correspondence  
relative to the  
Amount of Rent,  
vide Nos. 16 to 20

If you should be prepared, on behalf of the Hudson's Bay Company, to accede to this alteration, the only question which will remain to be decided will be the amount of the rent which, in conformity with the 2d clause of the Act 1st & 2d Geo. 4, c. 66, is to be paid by the Company after the expiration of the first period of 21 years from the date of their original grant. This is a question lying exclusively within the cognizance of the Lords Commissioners of the Treasury, and Lord Glenelg has accordingly referred it for their Lordships' consideration. You will probably receive from their Lordships an early communication on the subject.

I have, &c.

(signed) *Geo. Grey*.

—No. 15.—

COPY of a LETTER from the Governor of the Hudson's Bay Company to the Under-Secretary of State for the Colonies.

Sir,

Hudson's Bay House, 7 February 1838.

No. 15.  
Letter from the  
Governor of the  
Hudson's Bay  
Company to the  
Under-Secretary of  
State for the  
Colonies,  
7 February 1838.

I HAVE the honour to acknowledge your letter of 3d instant, with reference to my letter of 25th October, wherein you say that you are directed by Lord Glenelg to inform me, "that his Lordship having attentively considered the draft of the Royal License, granting to the Hudson's Bay Company the exclusive trade with the Indians in certain parts of North America for a further period of 21 years, and the draft of the Covenant for the performance of the conditions contained in that License, will be prepared, subject to one alteration, to



to advise Her Majesty to direct the granting of the Royal License on the terms which you have proposed."

And further saying, that the alteration to which you "have alluded is in the final clause, respecting the erection of colonies within the territory comprised in the grant, for which Lord Glenelg would propose to substitute the following words," &c. &c.

In reply, I beg to say I have considered the alteration proposed by Lord Glenelg, and that I am prepared, on behalf of the Hudson's Bay Company, to accept the License, subject to the alteration in question.

I have, &c.  
(signed) *J. H. Pelly.*

— No. 16. —

COPY of a LETTER from the Under-Secretary of State for the Colonies  
to *A. Y. Spearman, Esq.*

Sir,

Downing-street, 3 February 1838.

I AM directed by Lord Glenelg to inform you, that in the month of February 1837, his Lordship received from the Hudson's Bay Company the accompanying letter, soliciting a renewal of the Grant of exclusive trade, which they hold under the provisions of the Act 1 & 2 Geo. 4, c. 66.

This letter having been referred for the consideration of the Lords of the Committee of Privy Council for Trade, their Lordships have expressed their opinion that, adverting to the peculiar nature of the trade in question, the application of the Hudson's Bay Company should be complied with.

I enclose for the information of the Lords Commissioners of the Treasury, copies of the correspondence on this subject, which has passed between this department and the Board of Trade.

You will observe that in renewing the Grant to the Hudson's Bay Company, it is intended to insert in that instrument a clause authorizing Her Majesty to erect, within the limits of the Grant, any new colonies or provinces which Her Majesty may be disposed to establish there; and that if any such province or colony should be so established, the Charter should thenceforth cease to be in force, so far as respects the territories which may be included within the limits of the new colony.

This condition having been communicated to the Governor of the Hudson's Bay Company, he has forwarded to Lord Glenelg the draft of a Charter, herewith enclosed, embracing a provision to that effect; as, however, this provision does not appear to be correctly expressed, Lord Glenelg proposes to substitute for it one in the following words:

"Provided nevertheless, and we do hereby declare our pleasure to be, that nothing herein contained shall extend, or be construed to extend, to prevent the establishment by us, our heirs or successors, within the territories aforesaid, or any of them, of any colony or colonies, province or provinces, or for annexing any part of the aforesaid territories to any existing colony or colonies to us, in right of our Imperial Crown, belonging, or for constituting any such form of civil government as to us may seem meet, within any such colony or colonies, province or provinces; but with a view to the establishment of any such colony or colonies, province or provinces, or to the introduction of any such form of civil government, we do hereby reserve to us, our heirs and successors, full power and authority to revoke these presents, or any part thereof, in so far as the same may embrace or extend to any of the territories aforesaid, which may hereafter be comprised within any such colony or colonies, province or provinces as aforesaid."

Assuming that this alteration will be accepted by the Hudson's Bay Company, another question remains to be decided—that, namely, of the rent to be demanded from the Company in conformity with the second section of the Act 1 & 2 Geo. 4, c. 66, after the expiration of the period of 21 years, for which their first Charter was granted: this is a question lying especially within the province of the Lords Commissioners of the Treasury; and I am therefore to request that you will move their Lordships to enter into communication with the Hudson's Bay Company for the purpose of concluding a satisfactory adjustment of it.

I have, &c.  
(signed) *J. Stephen.*

No. 16.

Letter from the  
Under-Secretary of  
State for the  
Colonies to  
*A. Y. Spearman,  
Esq.*

3 February 1838.

10 February 1837:  
vide page 12.

Board of Trade, 2 June,  
1837: vide page 18.

Mr. Stephen, 25 July  
1837: vide page 18.

Board of Trade, 7 Au-  
gust: vide page 19.

Mr. Stephen, 15 Au-  
gust 1837: vide page 19.

## — No. 17. —

COPY of a LETTER from *A. Y. Spearman, Esq.*, to the Under-Secretary of State for the Colonies.

No. 17.  
Letter from  
*A. Y. Spearman,*  
Esq. to the Under-  
Secretary of State  
for the Colonies.  
8 March 1838.

Sir,  
Treasury Chambers, 8 March 1838.  
THE Lords Commissioners of Her Majesty's Treasury having had under their consideration your letter, dated 3d ultimo, with the enclosed application from the Hudson's Bay Company, soliciting a renewal of the Charter of exclusive trade which they hold under the provisions of the Act 1 & 2 Geo. 4, c. 66, I have it in command from the Lords Commissioners of Her Majesty's Treasury to request you will state to Lord Glenelg, with reference to the suggestion which his Lordship has submitted to this Board that they should enter into communication with that Company respecting the amount of rent which should be paid in conformity with the second section of the said Act for the proposed extension of their exclusive privilege of trading in the North-west territory of North America, that my Lords apprehend that no further information respecting the establishments or proceedings of the Company can be obtained than is afforded by the statements which have been submitted to his Lordship on behalf of the Company; and that as his Lordship has been enabled to determine on the expediency of renewing their exclusive privilege, he will be more competent than their Lordships to form an opinion as to the utility and value of the Company's establishments for the suppression of crime among the hunters and traders, the improvement and civilization of the Indians, and the maintenance of the British influence in the territories to which the privilege in question extends, or the charges which the Company may incur for these purposes, and as to the propriety, with reference to these considerations, of demanding rent from the Company, or of granting the Charter which they apply for, with the reservation of the nominal rent only, provided for in the draft Grant which accompanied your letter.

I am directed, therefore, to request you will move Lord Glenelg to favour my Lords with a communication of the opinion which his Lordship may entertain on the subject.

I am, &c.  
(signed) *A. Y. Spearman.*

## — No. 18. —

COPY of a LETTER from the Under-Secretary of State for the Colonies to *A. Y. Spearman, Esq.*

No. 18.  
Letter from the  
Under-Secretary  
of State for the  
Colonies to  
*A. Y. Spearman,*  
Esq.  
14 March 1838.

6 March.

Sir,  
Downing-street, 14 March 1838.  
I AM directed by Lord Glenelg to acknowledge your letter of the 8th inst., referring for his Lordship's decision the question of the rent to be paid by the Hudson's Bay Company for the Royal License of exclusive trade in certain parts of North America. In reply, I am to transmit to you herewith a copy of a letter on the same subject from the Secretary to the Board of Trade, and to inform you that Lord Glenelg concurs in the opinion of the Lords of the Committee of Privy Council for Trade, that the rent to be demanded from the Hudson's Bay Company should be merely nominal. I am, therefore, to request that you will move the Lords Commissioners of the Treasury to instruct their solicitors to co-operate with the proper officers of the Company in carrying the proposed arrangement into execution, with a due observance of all the necessary forms of law, and with a reference to the suggestions contained in my letter of the 3d ult.

I have, &c.  
(signed) *J. Stephen.*

## — No. 19. —

COPY of a LETTER from *Denis Le Marchant, Esq.* to the Under-Secretary of State for the Colonies.

No. 19.  
Letter from *Denis*  
*Le Marchant Esq.*  
to the Under-  
Secretary of State  
for the Colonies.  
6 March 1838.

Sir,  
Office of Committee of Privy Council for Trade,  
Whitehall, 6 March 1838.  
WITH reference to your letter of the 15th August 1837, on the subject of the proposed License of exclusive trade to the Hudson's Bay Company, I am directed by the Lords of the Committee of Privy Council for Trade to request that



## TO THE CHARTER OF THE HUDSON'S BAY COMPANY.

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that you will inform Lord Glenelg that they have settled the terms of such License with the Governor of the Company, pursuant to his Lordship's desire, and in accordance with his Lordship's views, as expressed in your above-mentioned letter.

The accompanying draft Grant of License and Covenant have been submitted on behalf of the Company to this Board, and the same being, as far as their Lordships can judge, unexceptionably worded, their Lordships would recommend Lord Glenelg to obtain Her Majesty's assent to the Grant, upon the Covenant being duly executed by the Company, and after both instruments shall have received the approval of the law officers of the Crown. Their Lordships have only further to observe, that they have communicated with Her Majesty's Commissioners of Woods and Forests on the question of the rent to be made payable to the Crown under the License, and the circumstances of the case having been laid before the Commissioners, they concurred with this Board in the propriety of such rent being only nominal.

I am, &c.

(signed) *Denis Le Marchant.*

## — No. 20. —

COPY of a LETTER from the Under-Secretary of State for the Colonies to  
*Denis Le Marchant, Esq.*

Sir,

Downing-street, 14 March 1838.

I AM directed by Lord Glenelg to acknowledge your letter of the 6th instant, enclosing the draft of a License of exclusive trade in certain parts of North America, the terms of which have been settled between the Hudson's Bay Company and the Lords of the Committee of Privy Council for Trade, and stating their Lordships' opinion that the rent to be demanded from the Company in return for this License should be merely nominal.

In reply, I am to inform you, that Lord Glenelg has referred the whole correspondence on this subject to the Lords Commissioners of the Treasury, expressing at the same time his concurrence in the views as to the rent expressed in your letter, and has requested their Lordships to direct their solicitors to take the necessary steps for concluding the proposed arrangements with all the proper forms of law.

I have, &c.

(signed) *J. Stephen.*

## — No. 21. —

COPY of a LETTER from the Assistant Secretary to the Lords of the Treasury to the Governor of the Hudson's Bay Company.

Sir,

Treasury Chambers, 7 June 1838.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith the grant of a License to trade for the Hudson's Bay Company; and I am to request that the Deed of Covenant on the part of the Company, duly executed in such manner as the Solicitor of this Board may require, may be returned to this department.

I am, &c.

(signed) *A. Y. Spearman.*

## No. 20.

Letter from the Under-Secretary of State for the Colonies to Denis Le Marchant, Esq.  
14 March 1838.

## No. 21.

Letter from the Assistant Secretary to the Lords of the Treasury to the Governor of the Hudson's Bay Company,  
7 June 1838.

## Enclosure in No. 21.

COVENANT by the Hudson's Bay Company for performance of Conditions and Reservations contained in the Crown Grant of even date.—(Dated 30 May 1838.)

Encl. in No. 21.

WHEREAS Her Majesty hath, by an instrument under the hand and seal of the Secretary of State, the Right honourable Charles Lord Glenelg, bearing even date herewith, granted and given Her Royal License to us, the Governor and Company of Adventurers of England, trading into Hudson's Bay, and our successors, the exclusive privilege of trading with the Indians in all such parts of North America to the northward and to the westward of the lands and territories belonging to the United States of America as shall not form part of any of Her Majesty's provinces in North America, or of any lands or territories belonging to the United States of America, or to any European government, state or power, and hath secured to us, the said Governor and Company, and our successors, the sole and exclusive privilege, for the full period of 21 years from the date of the said grant, of trading with the Indians in all such parts of North America as aforesaid (except and with such restrictions as hereinafter excepted), and hath thereby declared that no rent shall be required or demanded for or in respect of the said Grant or License, or any privileges given thereby, for the first four years of the said term of 21 years, and hath thereby reserved to Her Majesty, Her heirs and successors, for the remainder of the said period of 21 years the yearly rent of 5s., to be paid by us, the said Governor and Company, and our successors, on the 1st day of June in every year, into Her Majesty's Exchequer, on account of Her Majesty, Her heirs and successors: We, therefore, the said Governor and Company of Adventurers of England trading into Hudson's Bay, do hereby covenant and bind ourselves and our successors, that we and they shall yearly and every year, and on every 1st day of June, from and after the expiration of the first four years of the said term of 21 years, and thenceforth during the continuance of the said Grant and License, pay or cause to be paid the said yearly rent of 5s. into Her Majesty's Exchequer, and on the account of Her Majesty, Her heirs and successors, and that we and our successors shall, during the period of the said Grant and License, keep accurate registers of all persons employed by us or our successors in any parts of North America, and shall once in each year return to Her Majesty's Secretary of State accurate duplicates of such registers; and we, the said Governor and Company, do hereby bind ourselves and our successors in the penal sum of 5,000*l.*, that we will, as far as in us may lie, ensure the due execution of all criminal and civil processes by the officers and persons legally empowered to execute such process within all the territories for the time being included in the said grant, and for the producing or delivering into safe custody for the purpose of trial of any person in our employ or acting under our authority within the said territories who may be charged with any criminal offence; and we do also hereby covenant that we will, as soon as the same can be conveniently done, make and submit to the consideration and approval of Her Majesty such rules and regulations for the management and carrying on the said fur trade, and the conduct of the persons employed by us therein, as have appeared or may appear to us to be most effectual for gradually diminishing and ultimately preventing the sale or distribution of spirituous liquors to the Indians, and for promoting their moral and religious improvement. Witness the seal of the said Company the 30th day of May 1838.

By order of the Governor and Committee,

(L. S.) (signed) *W. G. Smith,*  
Assistant Secretary.

Sealed under the common seal of the within-mentioned Governor and Company, and delivered by William Gregory Smith, their Assistant Secretary, pursuant to their order and appointment, being first duly stamped in the presence of

(signed) *Thomas Crosse,*  
Threadneedle-street, Solicitor.





HUDSON'S BAY COMPANY.

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COPY of the existing CHARTER or GRANT by  
the CROWN to the HUDSON'S BAY COMPANY;  
and CORRESPONDENCE on last Renewal of the  
Charter, &c.

(*Mr. Hume.*)

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*Ordered, by The House of Commons, to be Printed,*  
*8 August 1842.*

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547.

*Under 8 oz.*



# EMIGRATION—CANADA.

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## DESPATCH

FROM THE

GOVERNOR-GENERAL OF BRITISH NORTH AMERICA,

TRANSMITTING THE

## ANNUAL REPORTS

OF THE

AGENTS FOR EMIGRATION IN CANADA FOR 1841.

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*Presented to both Houses of Parliament by Command of Her Majesty.*

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LONDON:

PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,  
FOR HER MAJESTY'S STATIONERY OFFICE.

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1842.





## EMIGRATION—CANADA.

(No. 34.)

DESPATCH from the Right Hon. Sir CHARLES BAGOT, G.C.B. to Lord  
STANLEY.

MY LORD,

Government House, Kingston, 17th February, 1842.

I HAVE the honour to transmit to your Lordship herewith copies of the Reports made to me by the emigrant agents for the two divisions of this province, and by the medical superintendent at Grosse Isle in respect to the emigration to Canada during the last season. These documents did not reach me until after my Despatches for the last packet had been sent off.

Your Lordship will observe that the result of the emigration during the season of 1841, was in every respect satisfactory; that there was less sickness or destitution than usual, notwithstanding the great increase in the numbers; and that employment had been found for all before the winter set in. The absence of sickness is to be attributed in great measure to the improvement in the habits of the class from which the great mass of the emigrants is drawn, and to a considerable extent also, to the favourable weather which most of the vessels met with. Much is also no doubt due to the stricter supervision latterly exercised over emigrant vessels by the Government agents both in England and in Canada.

My predecessor entered so fully into the subject of emigration in his Despatches of the 12th October 1840, and 26th January 1841, that there remains but little for me to suggest, either in respect to the improvement of the law or the manner in which it should be carried into operation. I would, however, draw your Lordship's notice to the suggestion of Mr. Buchanan, that the penalty for carrying more passengers than the law allows, should be calculated on the excess of the passengers, and not be imposed in one sum. According to the present system as Mr. Buchanan has pointed out, the infraction of the law may, notwithstanding the penalty, be very advantageous to the ship-owner, and more so, of course, in proportion to the extent of the infraction.

The emigration of the last year strikingly illustrates the advantage to the emigrant of an early departure from the British coast. Not only is he thereby enabled to settle himself more completely before the approach of the following winter, but he will generally experience a shorter passage, and arrive in Canada at a more healthy season. Your Lordship will observe that to this fact Doctor Douglas attributes to a considerable extent the absence of sickness among the emigrants.

The expenses of the emigration within this province during the past season did not exceed 6,000*l*. The greater part of this sum was employed in conveying destitute emigrants from Quebec and Montreal to places where their labour would be required, the remainder in defraying the salaries of the local agents with the exception of the agent at Quebec, who is paid from the Civil List. The vote of 3,500*l*. obtained from the legislature during the last session, and the sum of 1,500*l*. granted, as your Lordship informs me, by the Imperial Parliament, will nearly cover the whole of this expenditure. The remainder, which will not exceed 1,000*l*., will be provided for by the legislature at its next meeting.

I observe that the question of emigration is engaging much attention in England, and has been pressed on the notice of Her Majesty's Government from several influential quarters. I presume, however, that it would not be the intention of Her Majesty's Government to pay any part of the passage of emigrants proceeding to this province. The expense of such an arrangement would be very great, and I agree with Lord Sydenham in thinking that it would be neither necessary nor expedient. But the plan proposed by Lord John Russell, viz. that the Government should pay the tax on such emigrants as should come out under their auspices, appears to be both practicable and judicious. The fund thus created, together with the proceeds of the tax on those who come out without Government assistance, with the annual grant for agency, will probably suffice for the emigration and quarantine expenses of the present year. But, if not, I anticipate no difficulty in

*Emigration.*

CANADA.

Mr. Buchanan.  
31st Dec. 1841.  
(A.)

Dr. Douglas.  
(B.)

Mr. Hawke.  
1st Feb. 1842.  
(C.)

For Lord Sydenham's Despatches of the 12th Oct. 1840, and 26th Jan. 1841, *vide* Correspondence relative to Emigration in Canada, presented to Parliament by Her Majesty's Command, 1841, pp. 35 and 71.

*Emigration.*  
CANADA.

obtaining any additional sum that may be required from the legislature. Should the Imperial Parliament grant any further sum towards emigration, I would suggest the propriety of employing at least a portion of it as suggested by Lord Sydenham, in placing a Government agent, who should also act as medical attendant, on board each vessel containing a large number of emigrants.

During the past season great difficulty was found in procuring employment for emigrants who came here merely as labourers without any previous knowledge of agriculture or of any mechanical trade. Under ordinary circumstances the demand for unskilled labour is exceedingly small, and I should be disposed to dissuade rather than encourage the emigration of that class. But during the approaching season so many public works will I trust be in operation that there can be no fear of a want of employment for all who are able to work. I have already devoted a great deal of attention to this subject, and assuming that the loan to be guaranteed by Great Britain will be raised at an early date, I expect that in the course of the summer a considerable progress will be made in the improvements of the St. Lawrence navigation by the completion of the Cornwall Canal; the commencement of a canal between Coteau du Lac and the Cascades; the completion of the lock and dam at St. Ann's Rapids, and the widening of the Lachine Canal. The improvements on the Welland Canal are already in progress, and those in Lake St. Peter and on the Bay of Chaleurs and Gosford Roads will be commenced as soon as the season will permit. These, with the completion of the Montreal and Quebec Roads, and with the local employment which will be provided by the several district councils, will absorb all the emigrants who can be expected. It is probable also that some other of the public works, especially the erection of bridges on the main Province Road, will be completed this year. The great bulk however, of the labour required on this work, will be skilled labour, that of carpenters principally, and masons.

The emigration during the past year from this province to the United States has been comparatively small; and there seems reason to believe that it has been balanced by the immigration from the United States. Those who went from this were principally persons whose relations were settled in the United States, and who, coming out to join them, had taken the route of the St. Lawrence, on account of its superior cheapness.

\* \* \* \* \*

I have, &c.

(Signed) CHARLES BAGOT.

The Right Hon. Lord Stanley,  
&c. &c. &c.

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(A.)

## REPORT ON EMIGRATION TO CANADA—1841.

BY MR. BUCHANAN.

Office of Her Majesty's Chief Agent for the  
Superintendence of Emigration in Canada,  
Quebec, 31st December, 1841.

*Emigration.*  
CANADA.

Sir,

I HAVE the honour to lay before your Excellency, for the information of Her Majesty's Government, the following Report of the Immigration to this province during the past season.

It is gratifying to me to be able to inform your Excellency that a considerable increase has taken place in the number of emigrants from the United Kingdom this season over last year.

On reference to paper No. 1, page 11, of the Appendix, it will be seen that the total number recorded at this office this year is 28,086, being an increase over 1840 of 5,852. Paper No. 2, gives an abstract return of the number of emigrant vessels, with the average length of passage, and the number embarked, distinguishing males from females, as also adults from children; also the number of deaths and births during the voyage, and in quarantine, and the actual number landed in the colony.

It is highly satisfactory to find that the general condition of the emigrants during the voyage has been healthy. The deaths at sea, and until arrival, numbered 194, five-sixths of whom were young children, principally infants.

Paper No. 3, page 12, shows a detailed statement of the ports whence the emigrants sailed, with the particular number from each port and country, viz., from England, 5,970; from Ireland, 18,317; from Scotland, 3,559; and from lower ports, 240.

Paper No. 4, page 12, exhibits a comparative statement of the emigration to these provinces since the year 1829, a period of 13 years, amounting in the aggregate to 321,807 souls.

It is my painful duty to record the loss from shipwreck of three vessels with emigrants, bound to this port during the past season, by which 189 lives were unhappily lost. The barque *Minstrel*, Captain Outerbridge, from Limerick, with 141 passengers, and 15 of a crew, were wrecked on the 18th May, on Red Island Reef; only 8 persons were saved; 4 passengers, and 4 of the crew. The survivors succeeded in reaching White Island, and were taken off by Captain McIntire, of the ship *Wellington*, and brought to Quebec. The second vessel was the *Breeze*, Captain O'Donnell, from the same port, wrecked on the 12th May, on the fatal island of Scatarie, with 180 passengers, and 15 of a crew. The vessel was a total loss, but the passengers and crew were saved, and brought up here in a schooner. The third vessel was the barque *Amanda*, Captain Davis, also from Limerick, on her second voyage. She was lost on Little Metis, with 39 passengers, and 18 of a crew, on the morning of the 29th September. The master, 5 of the crew, and 10 passengers, were all that were saved, after having been 12 hours on the wreck. The remaining 41 were drowned. The survivors came up in safety to Quebec.

I am happy in reporting to your Excellency that the health of the emigrants this season after arrival in the river, has been much more satisfactory than last year. I beg to refer to Paper No. 5, page 13, which exhibits a copy of the returns received from the medical superintendent, of the admissions and deaths at the quarantine station, as also a copy of the return received from the medical officer in charge of the marine hospital in this city. By the former, it appears that there were 290 admissions, and 38 deaths; and by the latter, 370 admissions, and 20 deaths; making a total of 660 admissions, and 58 deaths, over two-thirds of whom were children.

By the reports received from the different Government agents throughout the province, it will be seen that the number of deaths has also been diminished; although the emigrants in the western part of the province have been subjected to a good deal of sickness from ague, a disease which, though seldom fatal, is productive of extreme debility, and tends to depress the spirits, and damp the exertions of those suffering under its effects.

It is a source of much satisfaction that I am able to report to your Excellency, that fewer cases of distress, caused from want of sufficient food during the voyage, existed this season. I attribute this favourable change to the increased exertions of the Government agents at the out-ports in the United Kingdom, and to a closer and more strict attention being paid to the quantity of provisions put on board by the passengers. Although in some instances emigrants arrived here in a suffering state from want of sufficient food, yet there has been no instance of that extreme and painful want which I have had occasion to report on during the last and preceding years.

The cases of the following vessels are alluded to in my weekly reports, viz., brig *Hope*, from Dublin; *Warrior*, from Killala; *Clifton*, from Cork; *Astrea*, from Dublin; brig *Bruce*, from Newport; and *China*, from Limerick,—particulars of all which will be found as stated above in the Appendix, at pages 18, 19, and 20. In the case of the latter vessel (the *China*) from Limerick, a large proportion of the passengers' provisions consisted of potatoes, which from improper stowage, and the damp and heat of the vessel's hold, soon decayed, and became unfit for use,—whereas, had they been properly stowed, the passengers would have had a surplus on arrival here. From this cause many families landed in distress, having expended all their money in purchasing food from the master. This has been a fruitful source of complaint for several years past, and to it may be attributed the distressed state in which so many poor families landed here, as well as the addition to the amount of assistance which the Government is obliged to extend every season.

*Emigration.*  
CANADA.

The best remedies which suggest themselves to prevent a recurrence of this evil is first, one which would place the principal and bulky articles of provisions under the immediate control and superintendence of a proper and responsible person on board each vessel, who might also act as surgeon.

I have taken the liberty of bringing this plan under your Excellency's notice, as it was one suggested by the late and respected Governor-General Lord Sydenham, in his Despatch, forwarding my Report of last year, dated 26th January, 1841.

Secondly, a measure which would oblige the ships to furnish a portion of the provisions necessary for the voyage, for which an extra charge should be made on the passengers. This plan I had the honour to recommend in my report of last year, in the suggested amendment of the third clause of the present Passengers' Act, a copy of which will be seen at page 28 in the Appendix. The adoption of either of these plans would be the means of securing the passenger from the miseries arising from want of the necessaries of life, and protecting them from the heavy contributions which shipmasters so frequently exact from those who may require supplies.

Statements have also been made to this office by the passengers of several vessels, complaining of a short supply of water. This deficiency of water in the case of the *Grace*, from Liverpool, is stated in my weekly report at page 16, was caused by leakage, as the quantity put on board at Liverpool would otherwise have been ample. In the *Hector* from the same port, the passengers were also on short allowance; (see page 20, weekly report). It would appear that the deficiency in this case was caused from waste, and want of proper attention on the part of the master.

In the case of the *Wanderer*, from Glasgow, the passengers presented a petition, a copy of which will be seen at page 26 of the Appendix. They appear to have been on a restricted allowance from the commencement, of three and a-half gallons per week; and as the owner of the vessel, Mr. McCall, stated to them as the vessel got under weigh, that this quantity was all they could be allowed during the passage, they were necessarily prevented from going on shore for redress. They are desirous that their representation may protect others from a recurrence of this evil.

I am gratified in being able to report to your Excellency that complaints during the past season against the improper conduct of the passenger agents in the United Kingdom are more rare than formerly. Grievances do still, in some degree, exist, and will continue until the amendments required in the present Imperial Passenger Act are effected. I had the honour in my report of last year, to bring under the consideration of our late Governor-General, a few amendments to the present Act. Amongst them he was pleased to express his approbation of those offered in the 1st, 6th, 18th, and 20th clauses, a copy of which will be seen in the Appendix, at page 28, and as the subject may now be under the consideration of Her Majesty's Government, I beg respectfully again to allude to this important matter.

Several vessels this season have been fined by the Collector of the Customs at this port, for an infringement of the second clause of the Imperial Passenger Act, in carrying an excess of passengers. It is evident, in many instances that it is done intentionally, as the highest penalty is only 20*l.* sterling. I refer to the case of the ship *Lord Cochrane*, from Tralee, the particulars of which are given in my weekly report, at page 15 of the Appendix. This vessel arrived here with an excess of 60 adult passengers, which, allowing the master of the vessel the usual rate of passage from Ireland, 40*s.* sterling each, would have yielded 100*l.*, after paying the fine imposed by the law, which, as it now stands, is, in fact, offering a premium for its own infringement. I would respectfully represent, that if a penalty of 3*l.* or 5*l.* per head, for all over the number, was fixed by law, the practice would soon be put a stop to.

The number of emigrants who have received parochial aid or assistance from their landlords to emigrate this season, considerably exceeds that of 1840, and amounts to 2,124, of whom from England there were 807; Ireland, 546; and from Scotland, 771. Those from England, with the exception of 110 Irish emigrants from Liverpool, aided by the Earl Fitzwilliam, from his estate in Wicklow, were sent out chiefly under the sanction of the Poor Law Commissioners, and were (as well as all those who have emigrated during these several years past under the same authority) well and amply provided for. They are chiefly from the ports of London, Gravesend, and Rye; and were supplied with sufficient means to enable them to proceed to their destination, or where their labour might be required. Those from Ireland consisted chiefly of small cotters, whose landlords provided them with sufficient assistance to procure a passage to this port. Many landed very poor, and were dependent on immediate employment for their support; but others had sufficient means to enable them to reach their friends. Those who were unable to proceed further, and were desirous of employment, procured it here without difficulty, and soon earned sufficient to carry them further up the country to their friends.

The Scotch emigrants were, I regret to say, not so well provided, and many of them were quite unsuited, by their previous mode of life, to succeed in a country where agricultural employment is their chief dependence. They are principally from Glasgow and Paisley, and landed here, many in great distress, and all very poor. From the former port there were 663, chiefly weavers, and a few mechanics; the latter have generally done well. They are members of the different emigration societies, and have been enabled to emigrate by public subscriptions and weekly contribution made by each family, by which means they were barely able to procure a passage and the necessary provisions for the voyage. They consequently landed here in a destitute state, and depending on immediate employment for the support of their numerous families. They all appear to have left their homes under the impression that they would be supported and forwarded to any section of the province they wished to settle in, at Government



expense, and that if they could only reach this port, all their wants would be provided for. I had the greatest difficulty in making them understand that all the Government would undertake to do for them would be to put them in the way of obtaining employment, which I offered to them in this neighbourhood, and that they must depend on their own industry for support. Should employment not be procured here, I stated that they would be assisted to proceed to other places where it would be obtained. Some few families, numbering nearly 60 persons, remained here and worked for two or three months on the roads, at 2s. 9d. and 3s. per day. They are now settled on land in the flourishing townships of Leeds and Ireland, about 50 or 60 miles from this city, and are in a fair way, from their own industry, of being in a few years independent. I have the gratification at present to know that their families are above want. Their success has been promoted by some influential Scotch gentlemen in this city, who, seeing their willingness and industry, have assisted them with provisions and a few other necessities to enable them to get through the winter. With the exception of this party all the others were determined to proceed further up the country. Toronto appears to be their halting place. A few had sufficient means to carry them so far, and others disposed of their effects to enable them to reach Montreal, where some obtained employment, but the greater part were forwarded at Government expense to Toronto. By a report received from the Emigrant Agent in that city, forwarded to me by Mr. Hawke, it appears that the Scotch weavers are the only immigrants this season who appear to have been unsuccessful. An extract from Mr. Hawke's report will be found in the Appendix, page 23. From their want of knowledge of agricultural labour these immigrants were of little or no use to the farmer; and in the absence of any public work in that section of the province they found great difficulty in obtaining employment. Another party of Scotch immigrants, who landed in an equally, if not in a more, destitute state, were those in the brig *Lady Hood*, and ship *Charles*, from *Thurso*. They are of the agricultural class, and consist of 38 families, 223 persons, from the Western Isles, principally from *Lewis*, and only two or three of them speak English. Owing to a long and tedious passage they landed here in great distress from want of provisions. They all proceeded to settle in the townships of *Bury* and *Lingwick*, in the eastern townships, and appear to have emigrated on the invitation of a party of their countrymen, who came out a few years since, and who, although they landed poor and friendless, are now doing well, and placed in comfortable circumstances. Owing to the lateness of the season when this party arrived (September), and their utterly destitute and unprovided state, depending entirely on employment for the support of their families, and feeling for their anxiety to reach their destination, I furnished them with a free passage to *Port St. Francis*, and a few days' provisions, at Government expense. Appeals have been made in their behalf by the Emigrant Association of the *St. Francis's* district to their countrymen in this city and *Montreal*, which have been most liberally responded to, in order to enable them to get through the winter. Had these people arrived a month or two earlier in the season, when employment was abundant, they would have no doubt been able to get through the winter with comparative ease, as during the harvest months employment was very abundant in that section of the province, and labourers in great demand.

It is of the greatest importance that the advantage of arriving in the colony at as early a period in the season as possible should be impressed on the labouring portions of the emigrants who come out at their own expense, and also on the landholders who wish to give assistance to their poor tenantry to emigrate, as everything depends on the time of their arrival here. Those who sail from the United Kingdom in the months of April and May arrive in time to take advantage of the spring and summer work. They have thus time to look about them, and secure a home for their families, against the coming of winter. On the other hand, as in the instance of the last mentioned party, if emigrants arrive at a season when nearly all employment ceases, the winter approaches before they can get themselves and their families into the interior of the country, and they are thrown on the benevolence of the colonist, or have to drag through a long and severe winter, depending on charity for support. This is equally an injustice to the poor emigrant, and a serious tax on the colonist, which might be avoided in a great measure by leaving their homes at a proper season. By sailing at an early period in the year they can calculate on a more expeditious voyage, which is an all-important consideration. I beg leave to submit a table, which will be found at page 14 of the Appendix. This will show an accurate statement of the sailing of emigrant vessels during the season, with the number of days, enumerating the longest, the shortest, and the average passages during the summer. To the unprovided state and late arrival of emigrants in the province, and to the other causes which I have alluded to above, many of which are set forth in my weekly reports during the past season, I must attribute, in a great measure, the expense incurred by the different agencies in the province. It is, nevertheless, gratifying to know, that there has been a considerable decrease in the number of those assisted this season. In paper No. 6, page 13, of the Appendix, is a statement of the number of destitute persons who received assistance at this port during the past season, numbering 1,904 persons, at a charge of 311l. 12s. 7d. The expense incurred at *Montreal* agency is much greater, a statement of which I am unable to furnish at present, not having received the report from the agent for that city. The increased expenditure may, however, be attributed to the following cause.

The charge of transport for an adult emigrant from this port to *Montreal*, with all his luggage, is only 2s. 6d. currency; children under twelve years half price; and under three years free. This low rate is caused by opposition steamers. Whereas, at the early part of the season, they commenced running at 5s. each, which continued until the middle of June. Many poor families are able to pay their fare as far as *Montreal*, but are prevented proceeding further, owing to the much increased rate of passage thence to *Bytown* and *Kingstown*; the

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charge to Bytown being 8s., and two per cent. for luggage. They may be able to meet the first expense, but their funds will not admit of their proceeding further.

The emigration to these provinces may be divided into three classes. First, Those who have sufficient means and a destination in view. All they require is correct information as to the best and most expeditious route to their respective localities. Secondly, Those who emigrate (a very numerous class of late years) to join friends and relations already settled in the province, but whose limited means do not enable them to reach their destination. These persons require assistance, as, with very few exceptions, they become actual settlers in the province, and cannot be induced to deviate from the route with which they have been furnished before leaving their homes. The application of public funds cannot, I consider, be better or more judiciously applied than in assisting persons of this class. The third class are the indigent, who have no peculiar destination, and who have, by the greatest exertions, and frequently by appeals to public charity, been enabled to scrape together a sufficient sum to pay their passages and provide a scanty store of provisions for the voyage. The last class, consequently, must either be provided with employment or assisted to parts of the country where it may be procured. Very many of this description of persons are not fit for farm servants, and such work as they have been accustomed to must be provided either by private persons or by Government.

This difficulty has in a great measure been removed during the past season, as the public improvements in this neighbourhood and Montreal have furnished employment to a large number of poor of this last class. I quite coincide in the opinion expressed by Mr. Hawke, that we receive in Canada quite too large a proportion of mere labourers, that is, persons who can only use the spade and pickaxe. Unless when some extensive public work is in operation, there is much less demand for persons of this class in the province than people at home are generally aware of; and these form the principal mass of emigrants who proceed to the United States.

Although I have represented to your Excellency that a large portion of the emigrants have arrived poor and in distress, still the number of those whose intelligence and proportionate wealth will add to the value of our colonial population is incomparably greater; and I consider, on the whole, that the emigration of the past season presents the most favourable aspect. The general character and conduct of the emigrants is gratifying beyond description, and I have not heard of a single instance of improper conduct or crime from any of the different agencies throughout the province. This is greatly to be attributed to the increasing influence of the temperance societies, which, I am happy to state, are extending throughout this province.

I here take the opportunity of alluding with much satisfaction to the condition in which a party of emigrants arrived, who were sent out by Neill Malcolm, Esq., from his estates in Argyleshire, numbering 52 persons (see weekly report, page 19). These people were abundantly provided during the passage, and I had instructions to advance them a sufficient sum to enable them to join their friends settled in the London district. This gentleman's liberality and kindness will long be remembered by this party.

In paper No. 7, page 13 of the Appendix, I have set forth the distribution of the immigrants of the past season, as near as they can possibly be ascertained. From the returns received from Mr. Hawke, which will be seen at page 31 of the Appendix, it appears that near 19,000 have proceeded to the western section of the province, of whom about 1,200 have gone over to the United States. I estimate the total number who may have left the province at from 3,000 to 4,000; but the exact amount it is impossible to ascertain. They are, with few exceptions, persons who have friends and relations already settled in the United States, and whom no inducement which could be offered would persuade to remain in the colony. The voluntary emigration to that country has this season much decreased, as, owing to the financial distress in the neighbouring republic, very few of their public works are in operation, and consequently there is a decrease in the demand for labour. It is, however, satisfactory to learn that we every season receive large numbers from the United States, and among them many of the better class, who either have emigrated by that route or have been residing in the republic for a few years.

In support of these statements, I beg to refer to extracts from letters received from Mr. Hawke, at page 22 of the Appendix. The agent at Toronto in his report states the number who left that port for the United States at 280 persons, and that 620 arrived at his agency from thence.

By a report received from the agent at Bytown, which will be seen at page 25 of the Appendix, I beg to direct your Excellency's attention to the favourable and advantageous condition which those emigrants enjoy who have been induced to settle in that highly advantageous (but still to the emigrant imperfectly known) section of the Ottawa country. I consider that no portion of the province possesses greater facilities, or offers more encouragement to the industrious immigrant than the Ottawa river. This being the great lumbering dépôt of the country, the farmer is certain to find a ready sale and a good market at his door for all the surplus produce he may be able to raise. To the poor but industrious labourer it also presents a sure and certain field for employment at all seasons of the year—a most important consideration. The thousands of settlers throughout that section of the country in prosperous circumstances are living proofs of the truth of this fact. It having come to my knowledge that labourers were in demand in this district, I forwarded in the month of October eleven poor families, in all eighty persons, who had been employed during the summer on the public works; but, owing to their large families, could not, living in town, do more than support themselves; and who were desirous of proceeding into the country to seek employment for the winter. I sent on these people to Bytown at Government expense, and furnished them



with recommendations to influential persons who took an interest in the establishment of immigrants in that part of the province. By the accounts which I have received, all these families who followed the advice given them have done well, having procured immediate employment on their arrival. They are chiefly settled in Clarendon and Litchfield, about 70 miles west of Bytown. Any facilities which Government may afford poor immigrants to proceed to settle in the Ottawa country are well bestowed, as they are certain in the course of a year or two to become permanent occupiers of land. Nor are they likely to be seduced or imposed on by the alluring though false reports circulated by those who wish to lead them to the United States. And it may be stated here, without fear of contradiction, that every immigrant family settled in this province, after the second year, becomes a consumer of British manufactures to a greater or less extent.

The number of families located on the Lambton and Kennebec road settlement is twelve, principally old residents in the country. At the early part of the season, it was utterly impossible for persons desirous of settling there to reach the land, for want of a road; this, however, is now obviated, as a good road has been opened from the Kennebec to Lake St. Francis, a distance of 34 miles; and I have no doubt that a considerable addition to this settlement will be made next season.

I beg leave to suggest the propriety of continuing this road from Lake St. Francis to the Victoria Settlement, about 18 miles, which would open a direct route from Quebec to Sherbrooke, and which could be accomplished at a small outlay. This would afford a vast additional inducement to immigrants to locate themselves in this settlement, thereby adding materially to the value of the other lands of the Crown in that section of the province.

On reference to paper No. 8, page 14 of the Appendix, will be seen the number of emigrants from the United Kingdom who arrived at the port of New York; also the number each year respectively since 1829, amounting in the aggregate to 347,632. It will appear by this statement that the emigration at that port has considerably decreased during the last year, while there has been an increase in the emigration to this province.

In connection with the subject of emigration to the United States, I take this opportunity of bringing under your Excellency's notice the address of the Irish Emigrant Society of New York, to the people of Ireland.

This address, though drawn up in a somewhat peculiar style, and but little applicable to the emigration into this province, contains, nevertheless, some excellent advice, which it would be well to bring under the notice of those who, on leaving Ireland, feel disposed to give preference to a foreign state over these appendages to the Imperial Crown of Great Britain.

It is sufficient to read the statement made in this address, and to be convinced that emigration to the United States holds out no prospect of superior advantage. The melancholy description given of the fate of persons above the class of labourers who aspire to employment in the counting-houses of the merchant, or the office of the lawyer, has no parallel in this province. The emigration even of labourers to the Atlantic cities is feelingly deprecated. While nothing can be more judicious than the recommendation of the Society that all emigrants should bring with them sufficient means beyond their passage money, to convey them into the interior, and to locations proper for settlement.

The truth as to emigrants being enticed, on promise of finding them employment, to proceed to unhealthy parts of the country, is not disguised in this address; but as the paper is of considerable length, I have contented myself with inserting the most material passages, which will be found in page 26 of the Appendix.

The general results of the emigration to this province may be appealed to in favourable contrast to the picture presented by the New York Emigration Society. The emigration to this province during the past season has been, generally speaking, highly successful. Few have failed in obtaining employment, and with respect to those who may have so failed, it can only be attributed to their perverseness in not following the advice which they received on landing here. It was in my power to procure employment for all who sought it, but as I have already had occasion to state, few could be prevailed upon to accept it here, if they had the means of proceeding up the country. In fact, in the early part of the season, labourers were with difficulty obtained; and those who were willing to work for moderate wages, need not have been an hour idle; while those who may have suffered from sickness or poverty, were provided for, and assisted to reach their friends in whatever section of the province they might reside.

I think, then, I am justified in referring to this address, to show that the balance of advantage from immigration is decidedly in favour of this province. This opinion I have never swerved from; but I think it right that the corroborative evidence of a charitable body, so respectable as the Emigration Society of the principal Atlantic city, should be made available to induce the Irish emigrant to pause before he separates himself altogether from his native country, and his natural Sovereign; instead of by settling in this province, identifying himself with the prosperity and glory of a colony, which bids fair to attain the highest destinies under the fostering care of Great Britain.

With reference to the amount of capital brought into the province by the immigrants of this season. I regret that I have no means of ascertaining the total with any degree of certainty. In making inquiries of this kind, it is very difficult to come at the truth, as immigrants are naturally cautious in giving information on this head. I estimate it, however, at not less than from 100,000*l.* to 120,000*l.* sterling.

I beg leave to state to your Excellency, that from all appearances, and from the accounts received from the United Kingdom, I anticipate a large increase in the immigration of next year. The subject seems to excite unusual interest in the public mind, and to be regarded as a means of relieving the distress among the superabundant population of the mother country.

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In consequence, therefore, of the moderate rate of passage, it may be reasonably expected that a large portion of the emigration will be directed to this colony.

I have had occasion to remark that year following a season of distress among the labouring classes, has generally produced an increase in the voluntary emigration; and it would appear from the accounts received from the United Kingdom, that such distress has existed to a considerable extent.

I have the satisfaction of stating, that the natural demands of this colony for the absorbing of a large number of emigrants are in the fullest operation, as will appear from the degree of enterprize with which both the public and private improvements are advancing in every section of this province.

The establishment of a Board for the superintendence of public works, and the numerous improvements which were sanctioned by the Legislature during the last session, hold out prospects of increased employment to the labourer. Among these, the widening of the Welland, and the finishing of the St. Lawrence Canals, are two works of the greatest and most vital importance to the progress of the colony.

The improvements on the Welland Canal have been commenced this winter. Upwards of 2,000 hands are now employed, and I am given to understand that many more would obtain employment at this moment. Should the St. Lawrence Canal be commenced in spring, as well as some other district improvements, no fears need be entertained as to any want of employment, whatever may be the extent of emigration next season. But should the commencement of these all-important works be delayed, I must confess I should regret to see an extensive immigration of the poorer class, without some provision having been made beforehand for their reception, as otherwise they will necessarily entail a serious expense on the Government. This part of the subject I respectfully leave to your Excellency's consideration.

The renewal of the provincial Act, imposing a tax of 5*s.* currency on all immigrants landing in this colony will provide the means of affording relief to the sick and destitute portion, on their immediate arrival, without drawing on the public funds of the province.

I anticipate the most satisfactory results from several of the clauses in this Act. I allude to the 4th, 5th, and 8th clauses; the two former requiring more strict attention on the part of the shipmaster, to the correctness of his passage lists, as also to the accommodation of the emigrants for a specified period after their arrival in port. The latter affords to the party complaining a summary mode of redress; without being subjected to the delays and difficulties to which he was previously exposed, under the provisions of the Imperial Act; delays and difficulties which have been the cause of very many abuses being passed over with impunity. I beg leave to express a hope that the amendments to this important Bill (the Imperial Passenger Act) which are now under the consideration of Her Majesty's Government, will be the means of checking many of the evils which have heretofore existed.

Before concluding this Report, I cannot refrain from bearing testimony to the great services rendered to the cause of emigration by the mission to the United Kingdom, of Dr. Thomas Rolph. His exertions are universally acknowledged on this side of the Atlantic; nor can there be a doubt, that through his means, a more extended knowledge of this province, and its capabilities of receiving and providing for a large number of emigrants, has been diffused through those parts of the United Kingdom which he had occasion to visit, to the manifest benefit of the emigrating portion of the population.

In closing this report, I beg to state to your Excellency, that I have endeavoured to adhere as much as possible, to matters which have come under my own observation, the details of which will be seen in the Appendix. Submitting the whole to the favourable consideration of your Excellency, I have the honour to request that you will be pleased to transmit this Report to Her Majesty's Principal Secretary of State for the Colonies, for the information of Her Majesty's Government.

I have, &c.

The Right Hon. Sir Charles Bagot,  
&c. &c. &c.

(Signed) A. C. BUCHANAN, Chief Agent.



APPENDIX TO REPORT ON EMIGRATION TO CANADA—1841.

No. 1.

The following statement shows the weekly arrival of emigrants at Quebec and Montreal during the year 1841; specifying the number of adult males and females, also the male and female children under fourteen and seven years, as well as the number of voluntary emigrants and those that received parochial aid. In this Return the deaths on the voyage and in hospital are deducted :—

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Week ending	Adults.		Under 14 Years.		Under 7 Years.		Paro- chial Aid.	Voluntary.	Total each Week.
	M.	F.	M.	F.	M.	F.			
From May 6 to May 22	3,533	2,435	546	517	738	801	470	8,100	8,570
From May 23 to June 5	1,482	1,124	205	198	325	335	..	3,669	3,669
June 12 . . . . .	513	388	72	68	119	103	160	1,103	1,263
„ 19 . . . . .	360	270	80	70	78	66	319	605	924
„ 26 . . . . .	526	502	99	108	116	107	106	1,352	1,458
July 3 . . . . .	1,005	835	178	149	229	224	..	2,620	2,620
„ 10 . . . . .	705	544	140	132	175	167	245	1,618	1,863
„ 17 . . . . .	421	344	87	83	96	107	130	1,008	1,138
„ 24 . . . . .	323	267	54	40	92	77	24	829	853
Aug. 7 . . . . .	361	327	94	76	79	80	319	698	1,017
„ 14 . . . . .	186	169	44	39	69	65	80	492	572
„ 21 . . . . .	191	154	43	25	42	32	100	387	487
„ 28 . . . . .	286	218	44	35	67	48	..	698	698
Sept. 4 . . . . .	355	288	80	95	90	77	25	960	985
„ 11 . . . . .	128	106	25	22	21	26	44	284	328
„ 18 . . . . .	154	134	33	34	40	31	88	338	426
„ 25 . . . . .	189	160	44	41	66	49	14	535	549
Oct. 9 . . . . .	148	162	57	39	59	46	..	511	511
„ 31 . . . . .	86	41	14	5	4	5	..	155	155
	10,952	8,468	1,939	1,776	2,505	2,446	2,124	25,962	28,086

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.

No. 2.

RETURN of the Number of Emigrants embarked, with the Number of Deaths and Births during the Voyage and in Quarantine; showing the Total Number landed in the Colony, distinguishing Males from Females and Adults from Children, with the Number of Vessels and average Passage.

—	Number of Ships.	Average Passage.	Number Embarked.						Number of Deaths during the Voyage and in Quarantine.						Number of Births.	Total landed in the Colony.						Total.		
			Adults.		14 to 7.		Under 7.		Adults.		14 to 7.		Under 7.			Adults.		14 to 7.		Under 7.				
			Days.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.		F.	M.	F.	M.	F.	M.	F.	M.	F.
From May 1 to July 31 . . .	197	42	8,963	6,794	1,481	1,386	2,035	2,051	21	23	..	3	72	63	18	16	8,942	6,771	1,481	1,383	1,981	2,004	12,404	10,158
From August 1 to October 31	96	48	1,888	1,640	439	384	528	442	15	5	3	1	14	12	6	7	1,873	1,635	436	383	520	437	2,829	2,455
Lower Ports . . .	..	..	137	62	22	10	4	5	..	..	..	..	..	..	..	..	137	62	22	10	4	5	163	77
	293	..	10,988	8,496	1,942	1,780	2,567	2,498	36	28	3	4	86	75	24	23	10,952	8,465	1,939	1,776	2,505	2,446	15,396	12,690

Total 28,086

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.

12 PAPERS RELATIVE TO

Emigration.  
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No. 3.  
NAMES of Ports from which Emigrants came during the Year 1841.

ENGLAND.			
	Number from each Port.		Number from each Port.
Bristol . . . . .	202	Portsmouth . . . . .	15
Broadhaven . . . . .	110	Plymouth . . . . .	241
Bideford . . . . .	164	Padstow . . . . .	558
Bridgewater . . . . .	101	Penzance . . . . .	15
Banff . . . . .	87	Rye . . . . .	214
Cardigan . . . . .	82	Sheerness . . . . .	4
Dartmouth . . . . .	12	Stockton . . . . .	33
Falure . . . . .	23	Sunderland . . . . .	5
Gloucester . . . . .	151	St. Ives . . . . .	19
Hull . . . . .	287	Whitehaven . . . . .	2
Liverpool . . . . .	2,994	Wigton . . . . .	14
London . . . . .	642	Yarmouth . . . . .	32
Milford . . . . .	10		
Newcastle . . . . .	3		5,970

IRELAND.			
Belfast . . . . .	4,825	Newry . . . . .	520
Baltimore . . . . .	233	Ross . . . . .	622
Cork . . . . .	1,401	Sligo . . . . .	1,850
Dublin . . . . .	1,432	Tralee . . . . .	506
Donegal . . . . .	515	Waterford . . . . .	748
Galway . . . . .	128	Wexford . . . . .	45
Killala . . . . .	528	Westport . . . . .	281
Londonderry . . . . .	1,874	Youghal . . . . .	57
Limerick . . . . .	2,547		
Newport . . . . .	205		18,317

SCOTLAND.			
Aberdeen . . . . .	354	Isle of Sky . . . . .	49
Alloa . . . . .	6	Leith . . . . .	150
Cromarthy . . . . .	74	Stornaway . . . . .	223
Carmarthen . . . . .	14	Thurso . . . . .	537
Dundee . . . . .	239	Trouro . . . . .	40
Dumfries . . . . .	41		
Greenock . . . . .	645		3,559
Glasgow . . . . .	1,187		

LOWER PORTS.	
New Brunswick, Nova Scotia, and Ports in the Gulf of St. Lawrence . . . . .	240

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.

No. 4.  
COMPARATIVE STATEMENT of the Number of Emigrants arrived at Quebec since the Year 1829, inclusive.

Places of Departure.	1829.	1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.
England and Wales . . . . .	3,565	6,799	10,343	17,481	5,198	6,799	3,067	12,188	5,580	990	1,586	4,567	5,970
Ireland . . . . .	9,614	18,300	34,133	28,204	12,013	19,206	7,108	12,590	14,538	1,456	5,113	16,291	18,317
Scotland . . . . .	2,643	2,450	5,354	5,500	4,196	4,591	2,127	2,224	1,509	547	485	1,144	3,559
Hamburg and Gibraltar . . . . .	..	..	..	15	..	..	..	..	..	..	..	..	..
New Brunswick and Nova Scotia, and Ports on the River St. Lawrence . . . . .	123	451	424	546	345	339	225	235	274	273	255	232	240
Havre de Grace . . . . .	..	..	..	..	..	..	..	485	..	..	..	..	..
	15,945	28,000	50,254	51,746	21,752	30,935	12,527	27,722	21,901	3,266	7,439	22,234	28,086

Grand Total 321,807.

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.



EMIGRATION IN CANADA.

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No. 5.

Emigration.  
CANADA.

RETURN of the Number of Emigrants admitted at the Quarantine Hospital from the 1st of May to the close of the Navigation.

—	Admitted.	Discharged.	Died.
Men . . . . .	75	69	6
Women . . . . .	72	61	11
Children . . . . .	143	122	21
	290	252	38

EMIGRANTS admitted to the Marine Hospital in Quebec during the same Period.

—	Admitted.	Discharged.	Died.
Men, women, and children	370	350	20

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.

No. 6.

RETURN of the Number of Adults and Children between Fourteen and Seven Years who have been aided with Provisions and the means of Transport to Port St. Francis, Montreal, and New Brunswick, during the Season 1841.

—	Ages.				Total Number.	Relief afforded.		Total Amount.
	Men.	Women.	Under 14 Years	Under 7 Years.		Provisions.	Transport.	
						£. s. d.	£. s. d.	£. s. d.
Port St. Francis . .	84	95	43	46	268	63 0 5	248 12 2	311 12 7
Montreal . . . .	314	759	270	284	1,627			
New Brunswick . .	..	4	3	2	9			
	398	858	316	332	1,904	63 0 5	248 12 2	311 12 7

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.

No. 7.

DISTRIBUTION of Emigrants arrived at Quebec in the Year 1841.

<i>Canada East, late Lower Canada.</i>	
City and District of Quebec . . . . .	2,000
District of Three Rivers and St. Francis, including the eastern townships . . . . .	400
City and District of Montreal . . . . .	4,000
	6,400
<i>Canada West, late Upper Canada.</i>	
Ottawa and Bathurst Districts and along the line of the Rideau Canal, including Bytown . . . . .	2,600
The Eastern and Johnstown Districts and along the route of the St. Lawrence . . . . .	1,960
The Midland, Victoria, and Prince Edward's Island Districts, and up the Bay of Quinté, and in the vicinity of Kingston . . . . .	2,500
Landed at Coburg, Port Hope, Whitby, Darlington, and settled in the Newcastle District . . . . .	1,850
Landed at Toronto, and settled in the Home and Gore Districts . . . . .	6,612
Niagara District, including St. Catharine's, and along the Welland Canal . . . . .	1,000
The Huron Tract, and in the London District . . . . .	1,500
West to New Brunswick and Prince Edward's Island, and to ports in the Gulf of the St. Lawrence . . . . .	150
Supposed to have gone to the United States . . . . .	3,500
Total nearly . . . . .	28,072

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.

Emigration.  
CANADA.

No. 8.

RETURN of the Number of Emigrants arrived at New York from the United Kingdom for the last thirteen Years.

In the year		Number each Year.
1829	.	11,501
1830	.	21,433
1831	.	22,607
1832	.	28,283
1833	.	16,100
1834	.	26,540
1835	.	16,749
1836	.	59,075
1837	.	34,000
1838	.	13,059
1839	.	24,376
1840	.	41,500
1841	.	32,409
		347,632

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.

No. 9.

LIST of Vessels Wrecked coming to Quebec during the Season 1841, with the number of Lives lost.

	Number of Lives lost.
The brig <i>Breeze</i> , Captain O'Donnell, from Limerick, was wrecked on the Island of Scatari on the 14th May, with 160 passengers, who were all saved, but lost all their baggage and provisions.	
The brig <i>Minstrel</i> , Captain Outerbridge, from Limerick, was wrecked the 8th May, on Red Island Reef, with 141 passengers and 15 of a crew, only eight persons saved	148
The barque <i>Amanda</i> , Captain Davis, from Limerick, was wrecked on Little Metis Point, on the 26th September, with 18 of a crew and 39 passengers, 5 of the former and captain, and 10 of the latter saved.	41
Total lost	189

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.

No. 10.

ABSTRACT of Average length of Passages made by Vessels with Emigrants from the United Kingdom to Quebec during the Year 1841.

Date of Sailing from the United Kingdom.	Number of Vessels.	Shortest Passage.	Longest Passage.	Average Passage.
		Days.	Days.	Days.
March 30th	1	49	49	49
From April 1st to the 15th	84	34	62	44½
April 16th to the 30th	46	24	78	36½
May 1st to the 15th	32	35	59	46½
May 16th to the 31st	27	38	65	46¾
June 1st to the 15th	15	38	75	51½
June 16th to the 30th	13	41	70	59
July 1st to the 15th	17	34	65	52½
July 16th to the 31st	11	43	67	50½
August 1st to the 15th	23	33	57	43½
August 16th to the 31st	16	29	66	40¾
Sept. 1st to the 15th	6	31	56	42

Emigrant Department,  
Quebec, December 31, 1841.

(Signed) A. C. BUCHANAN,  
Chief Agent.

No. 11.

EXTRACTS from the several Weekly Reports made to the Governor-General by the Chief Agent for Emigrants at Quebec.

Week ending May, 1841.

The number of emigrants arrived this week has been unusually large, in fact over 8,600 have landed during the last four days, all in good circumstances. Their destination is, with few exceptions, to the western section of the province, where a large number have friends and relations already settled. I am happy to state that there has not been a single well-founded complaint from any of them. They have all landed with a large surplus of stock of provisions, owing to the favourable passages they have had, the average of which has been 38 days.



The Marchioness of Abercorn, with 508 passengers, landed them on the 26th day from Londonderry.

Amongst the total number of emigrants arrived are 460, who have been assisted by their landlords. Of this number were 190 by the Prince George, 15 of whom embarked at London, sent out by the Poor Law Commissioners; 116 embarked at Gravesend, sent out by Lord Portman from his estates in Dorsetshire and Kent; and 59 from the House of Industry, Isle of Wight, and from the parish of Salthurst and Read Court.

These people were all amply provided for, and received on leaving the ship two days' rations, and a free passage to Montreal, with 20s. sterling, each adult to assist them up the country. A few of the young men went to friends near Albany, state of New York; the remainder went up the country for employment.

In the Sarah Botsford were 180 persons connected with the Calton Emigration Society; the greater part of these people are hand-loom weavers. They have been assisted to emigrate by the liberality of private individuals and public bodies. These people arrived in excellent health, and proceeded direct in the vessel to Montreal; they were well provided for during the voyage.

In the Hampton were seven families, 45 persons, who were assisted to emigrate by Lord Charlemont from his estates in Armagh; they were all provided for, and proceeded direct on their route to the midland district.

In the James Cook from Limerick were 48 persons, assisted by Colonel Wyndham; they had sufficient means to carry them up the country, where they had friends in the Newcastle district, and had a large surplus stock of provisions on landing. This vessel made the quickest passage this season, being only 20 days on the voyage. The English emigrants from Padstow and Hull are a small and healthy body of settlers, nearly all going to settle in the Home and Newcastle districts. A few families have relations in Ohio and Pennsylvania, whom they are going to join. On the whole, I consider that but a small proportion of the emigration this season is going to the United States; and from what I can learn from them here, much fewer of the Irish, with the exception of those who have friends already settled there, than in former years. If those depending on immediate labour for their support could only be induced to listen to what is most for their advantage, they would accept of employment here or in Montreal.

We have plenty of employment, and I have arranged that all who want it will be employed on the roads, yet is it with difficulty I can induce them to remain; if they have sufficient to pay their passage in the steamer they will go on.

Wages here on the Government works is 3s. 1½d. per day, and on the roads it is job work, by which they can earn 3s. to 3s. 6d. On board of vessels they get from 4s. to 5s., and good men get as high as 6s.; but this will only continue for a short time during the hurry occasioned by the arrival of so large a spring fleet.

I have obtained employment for upwards of 500 persons this season, and as near as I can judge about double that number are at present employed here. Mr. Hawke writes me from Kingston, that all those who have arrived there this season seeking employment stated they were offered employment both here and at Montreal, but refused to work, as they expected higher wages at Kingston and Toronto. Very many ridicule the idea of working here at 3s. per day; the consequence is, on their arrival at Kingston or Toronto they are disappointed.

A large number of emigrants from Belfast and other ports in the north of Ireland are going to settle in the Bathurst and Johnston district: a good many are going to Cavan, in the Newcastle district.

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#### From the 22nd May to the 5th June.

The emigrants arrived during the last fortnight are chiefly Irish, and all in good health; a large portion are going up the country to join their friends. I regret to have to report a gross infringement of the 2nd clause of the Imperial Passenger Act, in the case of the ship Lord Cochrane, Captain Williams, from Tralee. This vessel had upwards of 60 adult passengers over her complement, and out of 399 persons on board, there were only 322 names on her passenger list. The master was fined by the collector 20l. sterling, which was the highest penalty under the Act. In the space occupied by the passengers, there was only six feet five inches superficies, whereas by the Act there should be 10 feet. These people, notwithstanding their crowded state, landed in good health. The only death during the voyage, was that of a child of two and a half years. The master appears to be quite ignorant of the regulations respecting the carrying of passengers; and had not a copy of the Passenger Act on board. This vessel is owned by Messrs. R. and W. Hickson, of Tralee.

The demand of labour still continues, but in spite of all I can do or say to those seeking employment, they will not remain here, if they have means to proceed further up. A party I directed across the river St. Lawrence to New Liverpool, for employment, were on arrival there, offered 4s. per day, and refused it, and afterwards applied to be sent up free.

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#### Week ending 12th June.

The arrivals during the past week, are chiefly of Irish, and mostly of the labouring class. A few respectable farmers with capital, from 100l. to 200l. sterling, came out in the Obern, from Liverpool. About 200 of the passengers by this vessel, proceeded immediately to Montreal, on the route to Upper Canada, where they intend to settle. Five young men are going to New Brunswick, and a few to the United States. Those by the Tom, from Dublin, and Souris from Belfast, landed in good health. A number remained here for employment, the remainder proceeded up the country.

*Emigration.*  
CANADA.

In the *Rose Bank*, from Belfast, were 28 families, members of the North Quarter Glasgow Emigration Society, principally weavers. They have been assisted to emigrate by public subscription, and by weekly contribution made by each family. They number in all 160 persons: a surplus amounting to 60*l.* currency was divided among them on their landing here, which enabled some of them to reach Montreal, whither they were determined to proceed, notwithstanding what I stated to them of the difficulty they would find there, and higher up the country, in obtaining employment, and the certainty of work they would find here. A few of them have, however, taken my advice, and are now at work. In fact very few of the emigrants are inclined to work, if they can possibly avoid it, and they all appear to land here with the impression that the Government will forward them free.

In the schooner *Mary*, from Sydney, Captain Briton, were 107 passengers, the remainder of those in the *Breeze*, O'Donnel master, from Limerick, which vessel was wrecked on the island of Scatari, on the 14th May, passengers all saved, but with the loss of their baggage and provisions. She had 160 on board, 53 of whom remained at Sydney for employment; a few went to St. John's and Halifax, and those that came on here are going to their friends; about 51 of them will remain in the province, the remainder are going to a place called Silver Lake in the state of New York. In consequence of their condition, I forwarded them to Montreal, and gave them a supply of provisions, as they were nearly all penniless.

The total number of persons assisted from this office this season with the exception of these people are 85, namely 4 men and 81 women and children, either widows or married women, with families going to their husbands in different parts of the province.

Those by the *Idea* from Galway, and *Julia* from Sligo, landed on Saturday in good health, and many of them have remained here for employment from want of means to proceed further up.

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Week ending the 19th June.

The emigrants arrived during the past week all landed in good health. Some of those by the *Lively*, and *Mary Coxin*, from Cork, are in good circumstances, and proceeded on their route to their friends in different parts of the province. The passengers per *Cornelia* and *Mary Ann* are members of the Glasgow Emigration Society, and have all been assisted to emigrate; they are anxious to proceed to Upper Canada, but their means are very limited, and they can barely pay their passage to Montreal. I have offered them all employment, but very few would accept it, and prefer paying their last shilling to take them to Montreal. These people all appear to have emigrated with the impression that Government would assist them to their destination. A party of gentlemen in this city offered to subscribe a sum sufficient to procure them provisions during the winter, if they would remain and settle in this district, and to place those desirous on land. One or two families intend to avail themselves of this liberal offer, but the remainder proceed upwards. I am still able to procure employment for all who will accept of it on the roads. When at job work, industrious men can earn 3*s.* to 3*s.* 6*d.* per day. About 300 hands are now employed on them.

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Week ending 26th June.

The emigrants arrived during the past week are in good health and consist of farmers and labourers; the great majority intend settling in Upper Canada, where they have friends.

The passengers in the *Robert Alexander Park* and *Unicorn*, from Londonderry, are respectable settlers, and all appear in good circumstances; they, with few exceptions have their relations settled in the Home, Gore, and Wellington districts.

In the barque *Harmony* from Bristol, were a party of Mormons, going to settle in Illinois; they report that two other vessels are expected from the same port this season. Three families are going to the Newcastle district.

Those in the *Lady Fitzherbert* from Plymouth, 135 in number, are principally farmers and going to the Western division of the province. Three families complained to this office that Mr. Resterick, the owner of the vessel, with whom they engaged their passage, charged them 5*s.* a-head for landing charges, and which he told them would be refunded by the master on arrival here, if the charge was incorrect. He stated on application that he was not aware of any such agreement, and refused to refund; the parties having no written proof, I could not enforce their claim, but from the manner in which these people tell their story, I have no doubt that it is correct.

In the *Perseverance*, from Dublin, were 106 passengers, who were assisted to emigrate by their landlord, the Honourable Charles Butler Clarke, from his estate in Kilkenny. They landed in good health, and proceeded on their route up the country. The rest of the passengers in this vessel are labourers. One family went to the Eastern townships, and some to friends in Bytown and Toronto. A large number of the labourers from the different vessels have availed themselves of the employment which offers, on the roads in this neighbourhood. A large number of emigrants are reported at Grosse Isle.

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Week ending 3rd July.

The passengers arrived during the past week consist of labourers and farmers; the greater portion of them appear in middling circumstances, and are proceeding up the country to their friends. About 76 I consider are going to join their relations in the United States.

The *Princess Victoria*, and *Grace*, from Liverpool, with 593 passengers, all Irish. The passengers by the latter ship have had a long passage of 56 days, and owing to the insufficient



state of the water casks, they were on short allowance, and had only four casks of the ship's stock left on arrival at Grosse Isle. On opening the casks, put on board for the use of the passengers, they were found to be not more than two-thirds full, which so soon as the master ascertained, he reduced the allowance to a quart per day, which was further reduced previous to arrival here. I have inspected the casks and find that had they been full, the supply would have been sufficient. The master states that they were all filled up on the day previous to sailing. They are all old leagers, which hold from 250 to 300 gallons, with pine heads, but not sufficiently hooped, to which cause may be attributed the leakage. Their fuel was also expended. The brokers, Messrs. Robinson and Co., had put about four chaldrons of coals on board, which the Government agents, on inspection previous to sailing, considering not enough, ordered an additional three tons, which however was not sent. The master fortunately had five tons on board for their own supply, which was nearly all expended on arrival here and prevented the serious inconvenience which would otherwise have occurred from the want of fuel. The berthing was also put up in so slight a manner that it fell down several times during the voyage, in heavy weather. This vessel cleared out under the old tonnage measurement, and had 29 passengers over her complement, for which the master was fined 20*l.* sterling by the collector. Taking the superficies of the space occupied by the passengers, she was within the Act, and would also have been, if the passengers were calculated according to her tonnage under the new measurement.

The passengers by several vessels which arrived this week, suffered from sickness, measles, and small-pox. The Lord Seaton, from Belfast, had 14 deaths, and the Grace 7, chiefly children; some others had a few cases, but very slight. Those from Sligo have landed in good health, and are proceeding up the country to their friends. Employment is becoming more scarce in this neighbourhood, and those depending on immediate work for their support, find difficulty in obtaining it, the demand for labour on the roads being limited. From 350 to 400 hands are now employed here, and the Commissioners are in hopes of being able to take on an additional number of those most in need in the course of next week.

I have been obliged to give assistance to 21 families during the past week; they were chiefly women and children, and had their husbands and relations settled in the province.

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Week ending 10th July.

The emigrants arrived during the past week are chiefly labourers and farmers. On board the George Marsden from Rye, were 227 passengers, who were assisted to emigrate by their respective parishes in Sussex and Kent. They were furnished with a free passage and provisions, and the sum of 140*l.* was divided among them according to their families. They were also forwarded free to Montreal. On board the Canadian, from London, were some respectable steerage passengers going to settle in the Home District; also 18 boys sent out by the Society for the Refuge for the Destitute: they have all been instructed in trades, and were forwarded to Montreal.

The passengers from Belfast and Londonderry are chiefly labourers and farmers; some of them have good means and they are all going to settle in Upper Canada. Among the Londonderry passengers there were a number of poor families coming out to their relations, to whom I was obliged to furnish assistance to enable them to proceed. The passengers in the La Plate from Cork, and Dolphin from Limerick, are in good circumstances, and proceed up the country for settlement. One family in the Thomas Williams from Cardigan, which has brought out about 60*l.*, has settled on the Lambton Road. They hope to bring out several of their friends to join them next season.

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Week ending 17th July.

A large proportion of the emigrants arrived this week are in good circumstances, and all intend settling in Canada West. The passengers in the Centenary from London, are chiefly farmers and labourers, and proceeded direct on their route up the country. The passengers in the Taurus from Aberdeen are intelligent Scotch settlers, and most of them have friends up the country, in the London and Western districts. They proceeded direct to Montreal, having their passage paid to that port.

In the Mary Anne were 26 families from Banff, all with good means and proceeding to settle at Goderich, and a few going to their friends in the vicinity of Perth and Lanark. The passengers in the Bachelor from Londonderry are in good health, and the greater part proceed up the country. A few families who had not the means of proceeding further are employed here, and to others with large helpless families I have granted limited assistance to enable them to reach their friends.

The passengers, per the Maria Brennan, from Limerick, and Countess of Arran, from Donegal, are of the labouring class; a few of them are going to their friends in the United States, but the greater portion to the western part of the Province.

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Week ending 24th July.

The passengers arrived during the past week are all in good health, and consist of farmers and labourers. In the Margaret Boyle were some very respectable Scotch emigrants from Leith, who, with the exception of one family, were all in good circumstances; five families have gone to settle in the Huron Tract, and the remainder in the Home and Gore Districts. The Pomona, Captain Hutchinson, from Sligo, cleared from that port with 214 passengers, as certified in the list forwarded to me by the Government agent for that port, and her bill of health from the Custom House certified for 228, including master and crew. On arrival

*Emigration.*  
—  
CANADA.

here, she was found to have 250 passengers on board, making an excess of 27 adults over the complement she is entitled to carry by law. The master was fined 20*l.* sterling by the collector of the customs. It is much to be regretted that the law does not fix the penalty at so much for each one over the number prescribed by law. As the law stands now, the owner or charterer will pocket 35*l.* sterling by the operation after paying the fine.

The passengers, per the *Victory*, are intelligent settlers from the vicinity of Hull, and are proceeding to settle in the western division of the province. The *Huron*, from Liverpool, with 327 passengers, are chiefly labourers; there are a few Scotch families in good circumstances, 26 in number, from Paisley, and a few English families from Newcastle. Two Irish families have gone to settle near Sherbrook, and a few are remaining here for employment; the rest are proceeding up the country.

In the brig *Hope*, from Dublin, were 71 passengers, who had a passage of 51 days. Many of them were short of provisions, and had to purchase from the master, who appears to have taken every advantage of their distress. One poor family coming out to their friends in Montreal was in debt to the master for provisions near 5*l.* on arrival here. The master states that before he was a month out some families applied to him for provisions; their stock, consequently, could not have been laid in according to the Act. Three families in the *Huron* are going to Nova Scotia to their friends.

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Week ending 7th August.

The passengers arrived during the past week are chiefly Irish and Scotch, many of them very poor and depending on immediate employment for their support. The passengers, per the *Sterling*, from Glasgow, 154 in number, 150 of whom are members of the Glasgow Emigration Society, landed here very poor and without sufficient means to pay their passage even as far as Montreal. Seven families are employed here, and I have offered work to the rest; but nothing but the necessity of their situation would induce them to accept of it here. Some refused and even disposed of their effects to enable them to proceed.

It is much to be regretted that exaggerated accounts have been circulated among (more particularly the Scotch) emigrants this season. They all land here with the idea that they are to be forwarded at Government expense to whatever section of the province they may fix on, and it is with great difficulty I can persuade them that such is not the case. The passengers by the *Lady Charlotte Guest* were in better circumstances. These people emigrated at their own cost, and proceeded in the vessel to Montreal; the greater portion of them have their relations settled in the province,—some in the Bathurst district, and others are going to Goderich and Dumfries. Those by the *Josepha*, from Belfast, are all in good circumstances; one family are going to their friends in St. Giles, and several others have their friends in the neighbourhood of Montreal: but the great majority of them proceed to the western division of the province.

In the *Catherine*, from Liverpool, they are mostly labourers, and very poor; some few farmers have good means. About 100 of them are from the estates of the Earl Fitzwilliam, in the county Wicklow, who assisted them to emigrate. All of them require employment, and such as I could induce to work I obtained employment for; but the greater part of them have proceeded up the country. In the brig *Sapphira*, from Thurso, were about 20 families, who have been assisted to emigrate by the Duke of Sutherland from his estates in Sutherlandshire. These people have all left their homes of their own accord, and his Grace has been pleased to assist them to the extent of from 3*l.* to 7*l.* sterling each family; only four families of this party were furnished altogether by his agent. From the exaggerated accounts told to them at home, they all expected, on landing here, to be forwarded to the London District, where it appears they wish to proceed, although scarcely a family of them have a friend or acquaintance in the province, and appeared much disappointed when it was refused, and employment offered them. This they did not calculate on, and only a few of them appeared inclined to avail themselves of it. They afterwards proceeded up to Montreal, and I fear will become a charge on the agency there, and further up the country.

Seven families,—widows and orphans, and mostly females,—I have given a free passage to. Their only chance of succeeding is to get into some of the old country settlements, as it is impossible to get them any employment in or about this city or Montreal. I have also been obliged to assist a number of females who came out in the *Catherine* from Liverpool on similar grounds; but in no instance has any aid been given to persons who are able to work, employment being abundant on the roads. I have also most favourable accounts from the Eastern townships of the demand for labourers, wages 3*s.* 6*d.* to 3*s.* 9*d.*, with board; but it is very few who can be induced to go to that section of the province, their prejudices are so strong against our winter.

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Week ending 14th August.

The passengers arrived during the past week are chiefly labourers and farmers of the better class, many of them in possession of capital. In the *Independence*, from Liverpool, are some very respectable Scotch farmers, with good means; they are principally going to settle in the Bathurst, Home, Gore, and London Districts. About 20 have decided to take Sherbrooke, Eastern townships, on their route, in hopes of meeting with a desirable location in that section of the country.

Passengers per *Olando*, from London and Gravesend, are paupers, who have been sent out by the Poor Law Commissioners. They consist of about 12 families, and are all going to the Western section of the province. These people were well provided for during the voyage, and were forwarded free to Montreal at ship's expense.



## EMIGRATION IN CANADA.

19

*Emigration.*  
CANADA.

Those in the Clifton, from Cork, and Abercrombie, from Liverpool, all landed in good health; a number of the passengers in the former vessel are going to their friends in the United States. A few in the Abercrombie, young men, are going to their friends in New Brunswick. These vessels have all had long passages, average being 56 days. Those in the Warrior and Clifton were short of provisions, owing to the greater part of their stock, consisting of potatoes, which, from the heat of the vessel's hold and the lateness of the season, soon became unfit for use; they consequently were obliged to purchase from the master, and three families, whose means were limited, landed here in a destitute state. To six families, consisting of women and children, who were going to join their relations and friends in the province, I was under the necessity of giving assistance in provisions and a free passage to Montreal.

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Week ending 21st August.

Passengers arrived during the past week are generally in good circumstances, and are all proceeding up the country, with the exception of a few families from Sligo, and Dublin, whose means were exhausted, and who are now at work here, to earn sufficient to carry them up.

In the brig Wanderer were eight families, 58 in number, who have been assisted to emigrate by their landlord, Neill Malcolm, Esq., from his estates in Argyllshire. These people were well provided for during the voyage, and I had received orders to advance them means sufficient to enable them to reach their friends settled in the London district, and to draw on Mr. Malcolm for the amount. They all proceeded from this two days since, provided with every information necessary to enable them to reach their destination.

The passengers per the Dee, from Bristol, are respectable farmers and farm labourers. They have all a little money, but have no particular place fixed on for settlement. They give the preference to the western part of the province, where they intend to proceed, and to judge for themselves. I furnished them with routes, distances, and the names of the different Government agents along their route. One family, eight in number, was assisted to emigrate by their parish. Seventy-one passengers in the brig Rowena, from Sligo, had a long passage of nine weeks; they all landed in good health, and with the exception of four families who remained here for employment, proceeded direct on their route up the country. Two families are going to their relations in the state of New York; the others to the Eastern, Newcastle, and Gore Districts.

The brig Astrea, from Dublin, with 147 passengers, was two months on her voyage; they, however, landed in good health, but a number of the families were very poor, having expended all their money in purchasing food from the master. The greater number of them proceeded direct on their route up the country,—those who had not means, I have furnished with employment here.

Fifty-two passengers in the Marquis of Wellesley are in good circumstances; a number of them had their friends in the neighbourhood of Montreal, and others in different sections of the province.

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Week ending 28th August.

Passengers arrived during the past week are generally in good circumstances, and consist of farmers, labourers, and tradesmen, and with few exceptions, are able to pay their way to their respective destinations. The greater portion of them are going to settle in the western division of the province, and some to their friends in the United States. These vessels all have had long passages, the average being over 60 days. The passengers, per Ch'na, from Limerick, were 10 weeks on the voyage; their supply of provisions falling short, they were obliged to purchase from the captain at high rates. They stated that their supply of provisions was sufficient, when they left for three months; but that their potatoes, which constituted their chief stock, owing to the wet and heat in the vessel's hold, soon rotted, and became unfit for use. Several cases have occurred this season, in which this most essential, and I may say principal food of the Irish emigrants has been destroyed from neglect and improper stowage. I should recommend, if considered practicable, that this article of provision should be placed in charge of the master of the vessel, and be issued by him to each individual twice a-week, or oftener, if he thought proper. At present, they are brought on board in sacks, and thrown into the hold on the wet ballast, or on the water casks, and in the course of a few days (owing to the thoroughfare made over them by the crew and passengers going for water and other provisions, or baggage,) they soon become so trampled and bruised as to be unfit for use.

In the Lady Jane Grey, from Cromarty, were 85 passengers. This vessel sailed with a full complement, but landed 155 at Picton, where they were detained five days. She had been a month on her voyage thence to this port, during which time four adults and one child died, and 18 were left at Grosse Isle in hospital, all of whom Dr. Douglas reports will recover, except one old man, aged 75. These people had fever previous to arrival at Picton. There were two deaths at sea.

In the John Walker were 49 passengers from the Isle of Sky. They consist of 10 families; farmers and farm labourers. They are going to their friends in Glengarry, and to the Home and London districts; this vessel sailed with her full complement, and landed about 200 at Sydney, Cape Breton. Those in the Patriot, from Leith, were in good circumstances, 19 in number; they are going to their friends in the Gore and London districts.

The Andrew White, from Glasgow, with 138 passengers. This vessel proceeded direct to Montreal; the passengers having engaged their passage to that port. They appear in middling circumstances, and are proceeding to the Home, Gore, and London districts to join

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CANADA.

their friends. A few, whose means are limited, intend to remain in Montreal, for employment.

Passengers per the Woodland Castle, 36 in number, from Cork, are mostly young single men and women; there are five mechanics, the remainder are labourers and servants, all very poor. They were eight weeks on the voyage, and running short of provisions, they exhausted their little stock of money, purchasing them from the captain. The greater part are going to the United States. In the brig Bruce, from Newport, county Mayo, were 205 passengers, principally labourers; they had a long and tedious passage of 63 days, and were also short of provisions. They landed at Metis and Green Island for a supply, and also obtained some from two vessels in the gulf. This vessel lost some of her spars off Cape Clear, in a gale, which detained her several days. A large portion of her passengers intend going to the United States, and all proceeded direct from this, with the exception of 12 or 14, who had not means, and have obtained employment here.

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Week ending 4th September.

The emigrants arrived during the past week are nearly all Scotch and Irish, of whom a number are in very destitute circumstances, owing to their having very long passages; the average of this week being 57 days.

Passengers per the Hector, from Liverpool, 71 in number, are respectable people, who all proceeded direct to Montreal; many of them have been in the province before, and are now returning with their friends. Several of the passengers complain of being on short allowance of water, viz., a quart per day, and that the master was obliged to send on shore several times in the river for a supply. This vessel was 57 days on her voyage, and had the quantity of water been on board as fixed by law, this deficiency could not occur. Captain Patton, on examination, admitted the deficiency, but stated that it was caused by the waste of the passengers themselves. I have reported the case to the Government agent at Liverpool for inquiry.

The brig Evelin, with 132 passengers, 50 days from Londonderry, are chiefly labourers, farmers, and a few trades. They have all landed in good health, but many of them very destitute. I have been under the necessity of extending assistance to four families, 32 in number, who are going to settle on the Ottawa. A number of others are employed in this neighbourhood; three families, 25 in number, have been assisted to emigrate by their landlord, Mr. Watts, county Donegal.

In the brig Lady Hood, from Stornaway, were 14 families, 78 in number, all very poor; and landed here after a passage of 70 days in great distress, from want of provisions. They had expended all their money in purchasing supplies from the master during the passage. I distributed 2 cwt. of oatmeal among them, and forwarded them to Port St. Francis; they are all going to join their countrymen in the township of Bury and Lingwick.

By the ship Charles were 24 families, 145 persons, from the same port, and also bound for the same destination. They are chiefly from the Isle of Lewis, and I regret to say, nearly as destitute. This vessel had her full complement of passengers, but landed 233 at Sydney, Cape Breton. They had a passage of 51 days, and also suffered from want of provisions. I issued a small supply of oatmeal among the most needy. These families have all emigrated on the invitation of a party who came out in 1838, and who landed equally poor, but are now doing well, and have promised to assist their friends to get through the winter. Very few of them can speak English; but I have no doubt they will prove a valuable addition to our population in the eastern townships.

In the Canada, from Greenock, 115 passengers, all in good circumstances. Several wealthy families are going to settle in the Bathurst district, and others, with their friends in Toronto, Oro, and Eldon. The passengers in the brig Hants and Jessie Logan, from the same port, are also respectable settlers in good circumstances, and all are proceeding to the western section of the province, some to Lancaster, Paslnich, and Dundas, &c.

Those per Nelson Village from Belfast, 120, are farmers, labourers, and trades, and with the exception of three families, appear in good circumstances. The greater part of them proceeded up the country to join friends about Bytown, Port Hope, and Toronto: 139 passengers in the Cumberland Lass, from the same port were 66 days on the voyage. Many of them landed in great distress, from want of provisions. They purchased from Captain Smith as long as their money lasted; and he had to support from 40 to 50 of the poorest for the last three weeks. When he arrived here, all his ship's stores were exhausted, besides supplies, which he obtained from different places in the gulf. I forwarded eight families, 43 in number, to Montreal, to enable them to reach their friends, and also gave them a small supply of oatmeal. Their destination is Bytown and Cavan, Newcastle district.

The brig Bon Accord; 70 in number, from Aberdeen, are in good circumstances. They are chiefly farmers, and proceeded direct in the vessel to Montreal. They were 69 days on the voyage, but landed in good health, and were well supplied.

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Week ending 11th September.

The emigrants landed during the past week are, with few exceptions, in good circumstances, and principally came out to join their friends. The passengers per Princess Royal, from Carmarthen, are very respectable Welsh farmers; they consist of one family of eight persons. The rest are young men, and, with the exception of two, are going to settle in the Huron Tract. The Energy and Ellen Stewart, from Limerick, and Blanch, from Donegal, are on their second voyage this year, and bring out very few emigrants. In the Energy were eight families and six single men, in all forty-four persons, who have been assisted to emigrate by



the Marquis of Clanricarde from his estate in Galway. His lordship gave them a free passage and 5*l.* to each family. They are all proceeding to the western section of the province. A few of them have means to purchase land, and are proceeding to join their friends in the neighbourhood of Kingston. The remainder appear to have no fixed object in view, and are going up for employment. As it is now getting late in the season, I endeavoured to induce as many as possible to proceed into the country, and to secure some permanent employment before the winter sets in. I have received the most favourable accounts from the Ottawa river, west of Bytown, of the demand for all classes of emigrants, and where abundance of employment is to be obtained during the approaching winter among the lumbermen and farmers. The passengers per *Watchful*, from Limerick, have had a long passage of eight weeks, and a number of them landed in distress. They were, however, in good health; and those who had not the means of proceeding further I obtained employment for in this neighbourhood. Nine Scotch families, 54 in number, who have been employed on the roads since their arrival here in June, have gone in and settled on lands in the county of Megantic, in Leeds, and Inverness. Fifty-four passengers per *Caledonia*, from Greenock, are all in good circumstances, and are going to join their friends in Glengarry, and about Perth, Brockville, and Kingston. I consider the emigration of this season as drawing to a close, and have only advices of two vessels, viz., the *Tom Moore*, from Belfast, with 173, and the *Governor*, from Limerick, with 58 passengers, to arrive.

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Week ending 18th September.

The emigrants arrived during the past week are generally in good circumstances, and have nearly all proceeded upwards to different sections of the province. A number of passengers per the *John Bell*, from Ross, state that they were assisted with a free passage and provisions by Butler Clarke, Esq., from his property in the county of Kilkenny. They are, with few exceptions, going to their friends in the Niagara and Gore district. There has been no complaint among any of the passengers arrived this week, and they have all landed in excellent health. The Scotch emigrants are in good circumstances, and are going to settle in the province.

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Week ending 25th September.

The emigrants arrived during the past week are chiefly of the labouring class, and nearly all have friends in the province. They have all emigrated at their own expense, except two families in the *Clio*, from Padstow, 14 in number, whose passage was paid to this port by their parish. The remainder of the passengers by this vessel are in good circumstances, and are going to their friends in the Newcastle and Home district. The Scotch emigrants in the *Favourite* are also going to join their friends in the Bathurst, Midland, and Home districts.

The passengers per the *Agenoria*, from Liverpool, are all very poor. They were detained a long time in Liverpool after they had engaged and paid their passage. This is a fine large vessel, of 731 tons, chartered by a broker named William Rafferty, of the Waterloo-road, to bring out 100 passengers, as he would not ship a sufficient number to bring him within the provisions of the Passenger Act. I beg to say that Captain Giffney has been for a number of years in the habit of carrying passengers, and he states that it was with the greatest difficulty he could get Mr. Rafferty to fit up proper accommodations for their use. The passengers speak in the kindest manner of the captain's attention to their comfort during the voyage. This vessel, including her crew, had 140 adult passengers, and she came under the 20th clause in the present Act, carrying  $146\frac{1}{2}$  adult passengers, without being subject to any of its penalties.

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Week ending 9th October.

The emigrants arrived since the 26th ultimo are, with few exceptions, in good circumstances, and the chief part are going to join their friends already settled in the province.

The passengers in the *Colina*, from Gloucester, are all of the better class of farmers, and in good circumstances. Only two families remain in Canada; the remainder, 63 in number, are going to join their friends in the state of Pennsylvania. Some of those in the *Tom Moore*, from Belfast, about 50 in number, are also proceeding to the same direction; also, three families in the *Midas*, from Galway, are going to their friends in Illinois.

In the brig *Universe*, from Thurso, were two poor families, 19 in number, who came out to join their relations settled in the neighbourhood of Kingston and Toronto. They landed here penniless, and, in consideration of their large families, I assisted them with a free passage. This vessel landed 74 passengers in Picton.

I regret to have to report the loss of another emigrant ship this season, which has been attended with a serious loss of life. The barque *Amanda*, Captain Davis, from Limerick, with 39 passengers and 18 of a crew, was wrecked at Little Metis Point on the morning of the 26th ultimo. The master, five of his crew, and ten passengers were all that were saved, after being 12 hours on the wreck; the remaining 41 persons were drowned. The surviving passengers, seven men and three women, arrived here on the 3rd instant, with the loss of everything except the clothes on their back. One of the men remained in this city, the others I assisted with provisions and a free passage to their friends, who reside in the township of Buckingham, on the Ottawa.

I consider the emigration of this year nearly closed; few emigrants are expected in any of the vessels to arrive. All the vessels reported to me by the Government agents at the out-ports have arrived, the unfortunate *Amanda* being the last.

Navigation closed November, 1841.

*Emigration.*

## CANADA.

EXTRACTS of Letters from the Emigrant Agents in Canada West, to Mr. Buchanan.

Sir,

Emigrant Office, Kingston, 22nd May, 1841.

I APPREHEND much difficulty in getting work for emigrants, as there is very little demand for labour west of Kingston, and even here the market is overstocked. A few good mechanics, and domestic servants would find ready employment at good wages.

I hope a very considerable number of this year's emigrants will be induced to settle in the lower section of the province. Emigrants certainly commit a great error, and incur much useless expense, in pushing on to the west.

I have, &amp;c.

A. C. Buchanan,  
&c. &c. &c.

(Signed)

A. B. HAWKE, Chief Emigrant Agent, Western Division.

Sir,

Emigrant Office, Kingston, 30th May, 1841.

YOURS of the 27th instant reached me in due course of post, and I am happy to learn that employment is plentiful at the lower ports.

Nearly 300 emigrants have reached this place. All the labourers admit that they might have obtained employment at Quebec and Montreal, but refused to work, because they thought they could get higher wages at this place; in this they are disappointed.

I have, &amp;c.,

A. C. Buchanan,  
&c. &c. &c.

(Signed)

A. B. HAWKE, Chief Emigrant Agent, Western Division.

Sir,

Emigrant Office, Kingston, 7th June, 1841.

ABOUT 2,300 emigrants have reached this place, nearly two-thirds have gone to Coburg, Port Hope, and Toronto. I have been obliged to assist a good many, as their money was exhausted, and they were anxious to join their friends. I learned from Mr. Burke, that nearly 2,000 have passed the Bytown locks during the 2nd and 3rd of June.

Mr. Burke says, a very large number of the poorest description of emigrants have passed this lately, this day alone near 1,000 have arrived here, and some of them from the length of time that they have been on the way from Montreal, must be suffering from want. I was forced to relieve a few of the most pressing cases, fearing the consequences that would result from their being without food from this to Kingston. The emigrants have suffered but little from sickness, but we must expect our usual amount of affliction as the season advances. I have had to fit up an hospital here.

I am preparing to employ the indigent who require work, in breaking stone in the vicinity of this town.

I have, &amp;c.

A. C. Buchanan,  
&c. &c. &c.

(Signed)

A. B. HAWKE, Chief Agent, Western Division.

Sir,

Emigrant Office, Kingston, 3rd August, 1841.

THE total number of emigrants who have come to the western section of the province during the current season, is 10,138. As nearly as I can ascertain, they have been distributed as follows:—1,260 have settled on the Ottawa and Rideau; 2,500 in the Midland, Prince Edward, and Victoria districts; 1,100 at Coburg, Port Hope, and Whitby; 3,300 in the Home district; and the remainder, nearly 2,000 in the Gore, London, and Niagara districts.

The emigrants landed here since my last report, belong, with few exceptions, to the better class of labourers. I have received a letter from the agent at Toronto, complaining that many poor and infirm emigrants continue about the streets of that city, but I am not aware that the number is greater than former years.

The only emigrants who appear to have been unsuccessful, are two parties consisting of about 300 weavers and wool-carders from Glasgow and Paisley, and as they had some correspondence with the Emigrant Association at Toronto, I furnished them in June last with a letter to that Association, in hopes that they will do something for them. I am sorry, but not at all surprised to learn from Dr. Bradley's letter of the 1st instant, that many of these emigrants were still unemployed. They say that they were induced by Government to emigrate, and as they have not been successful, they complain that the Government has neglected them; so far is this, however, from being the case, that to my knowledge, they have received more assistance than is usually given to persons of this class. Dr. Bradley writes;—"I have procured employment for all the emigrants, except those who are old, infirm, or otherwise useless to the farmer. The Scotch weavers, and wool-carders are very badly off, as they can neither reap nor plough. They are very troublesome, daily bringing me letters from their clergy, and insisting upon support until employment be procured for them; many of them state that Government encouraged them to come out, and are now letting them starve. I endeavour to persuade them that the Government did not give them any encouragement to emigrate."

I have received another letter from Captain Patterson on the subject of emigration to the United States, a copy of which I have the honour to transmit you herewith. It fully sustains the opinion expressed in my last report, that the number of settlers from the States greatly exceed the number of emigrants who leave Canada for that country.

I have, &amp;c.

A. C. Buchanan, Esq.  
&c. &c. &c.

(Signed)

A. B. HAWKE, Chief Agent, Western Division.



Sir,

Steamer, Commodore Barrie, Kingston, 19th July, 1841.

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AGREEABLY to your request, I spoke with Captain Kerr, of the steamer Gore, concerning the passages of emigrants on board his boat. He states that he has taken none from Canada, but that he has brought a number of the better class from the States, principally settlers able to purchase farms. I have also to state, that those who have crossed to the States in the Barrie are all the labouring class, and those who return with me to settle in Canada have been in the better class, such as I should think would be able to purchase lands and pay for them.

I have, &c.

(Signed)

ROBERT PATTERSON,

Master of the Steamer, Commodore Barrie.

A. B. Hawke, Esq.,  
&c. &c. &c.

Sir,

Emigrant Office, Kingston, 28th September, 1841.

EARLY in the present month, complaints reached the Government that there were considerable numbers of indigent emigrants at the upper ports, for whom the agents could not find employment, and who were consequently clamorous for relief.

In order to ascertain the actual condition of the parties, I left this place on the 12th instant, and during my tour I visited Coburg, Port Hope, Toronto, and Hamilton. At these places I found more or less emigrants, who complained of want of employment, but it was evident that most of them preferred idleness to industry, and that they had made little or no effort to provide for themselves. Many young men confessed that they had been offered four, and in some instances five, dollars a-month, and their board, for a period of six or twelve months, and that they refused to work for such low wages. They were told that so long as their labours would procure them food to eat, they must supply their own wants.

About 60 persons were sent into the interior at the Government expense. Those who were evidently loitering on the frontier until a chance of getting into the States presented itself, were left to shift for themselves.

Employment is exceeding scarce except for mechanics, and I fear that as soon as the winter puts an end to out-door work, that there will be considerable suffering. We get too large a proportion of mere labourers, that is, men who can only use the spade and pick-axe. There is less demand for unskilled labour in this section of the province than is generally imagined. If our public works go into operation, the difficulty of providing this class of persons with work will be removed; but until they do commence, I hope we shall have but few to provide for.

The season has been healthy, and on the whole there has been much less suffering than I anticipated at its commencement. The number of emigrants landed at this port, to this date, is 14,379.

I have, &c.,

(Signed)

A. B. HAWKE,

Chief Emigrant Agent, Western Division.

A. C. Buchanan, Esq.,  
&c. &c. &c.

My dear Sir,

Emigrant Office, Kingston, 19th November, 1841.

I SHOULD have attended to the request contained in your letter of the 4th October, at an earlier date, but I have not been able to ascertain, very satisfactorily, the number of emigrants who have settled in the Bathurst, Ottawa, and Eastern districts, during the current season.

The number of emigrants landed at this port is 15,703, and, as nearly as I can ascertain, they have been distributed as follows.—Districts on the Bay of Quinte, viz. :—

Midland, Prince Edward, and Victoria . . . . .	2,500
Coburg, Port Hope, Whitby, and Darlington . . . . .	1,850
Home District, according to Dr. Bradley's Return, to the 23rd October . . . . .	6,012
To which must be added, for the number to the 19th inst. . . . .	500
	<hr/> 6,512
Gore, London, and Niagara Districts . . . . .	2,500
Settled on the St. Lawrence, between Kingston and Cornwall . . . . .	1,200
Leaving 1,141 to be accounted for. N.B. Most of them, if not all, have gone to the United States . . . . .	1,141
On referring to my Report of the 15th instant, I find I have estimated the number of emigrants settled on the Ottawa and Rideau . . . . .	3,260

And Bathurst and Eastern Districts, as making the total number settled west of Montreal . . . . . 18,963

Leaving upwards of 10,000 to be accounted for. It is impossible, of course, to be exact in such estimates, as the emigrants frequently shift from place to place during the first year. For instance many, who in my statement are returned as having settled in the Midland District, are preparing to go to St. Catharine's, under the expectation of obtaining better wages on the Welland Canal during the winter. But from all my correspondence, as well

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as from many verbal communications, I am satisfied that my statement is, in the main correct.

I have, &c.,

(Signed) A. B. HAWKE,  
Chief Emigrant Agent, Western Division.

A. C. Buchanan, Esq.,  
&c. &c. &c.

My dear Sir,

Emigrant Office, Kingston, 14th December, 1841.

I BEG to acknowledge the receipt of your letter of the 8th instant. I send you herewith a copy of Dr. Bradley's Report. What he says of the Home, applies to the Midland, Newcastle, and other districts. Considering that there was no public employment, we have got through the season well, *very* well.

In order to prevent distress, I was obliged to scatter the indigent emigrants as much as possible. My forwarding accounts will consequently be heavy, but I am of opinion that the expense of this season will not exceed that of last year—the number of passages has been greater, but the expenditure for other services has been much less.

I fully concur in all Dr. Bradley says of the good conduct and sobriety of the emigrants.

I have also sent you extracts from the Hamilton Report; the Bytown Report has not yet come to hand.

Unless some of our public works commence next year, I should be extremely sorry to see a very numerous emigration of poor people to this province.

I have, &c.,

(Signed) A. B. HAWKE,  
Chief Emigrant Agent, Western Division.

A. C. Buchanan, Esq.,  
&c. &c. &c.

EXTRACT from Dr. Bradley's Report to Mr. Hawke.

Sir,

Emigrant Office, Toronto, 24th November, 1841.

THE number of emigrants received at this port this season amounts to 6,612 souls, 4,200 at least of whom are settled in the Home District, including those sent to Oakville, Esquesing, Chinguacousy, Erin, and Owen's Sound. The following townships contain the remainder, except those here in the city, amounting to 230, chiefly servants and invalids, viz.:—Toronto, Scarborough, Pickering, Whitby, Markham, Adjala, David Town, Monro, King, Albion, Vaughan, Etobicoke, Whitchurch, Guillumbuy, Mara, Thora, Georgina, Barrie, Nottawasaga, Mulmur, &c. All that I have cognizance of going to the United States only amounts to 280 individuals. I received 620 emigrants through the States to this agency, some of whom were wealthy, others apparently very poor.

The general condition of the emigrants exhibited poverty; one-third of them appeared to have no means whatever. Their personal appearance as to costume, &c., was better than usual in past years. Their health was much impaired during the summer months with bowel complaints, ague and typhus fevers, &c., among the adults. Children suffered from the effects of measles, hooping cough, scarlet fever, dysentery, small pox. The number of deaths at this agency was only 19 adults and children; those who went into the country having frequently called for medicine and advice, and in due time reported convalescent.

The proportion appearing to be men of capital, could scarcely be reckoned at the fiftieth; mechanics numbered very low, not an hundredth of the entire, and very poor.

The number of applicants for free passages was more than the number granted, as I sent none save those whom I found assurances had friends or employment where they desired to go. The free passages given by water amounted to 580; those sent by land, at the Government expense, being about 250.

The number settled here, or about this immediate neighbourhood, exceeds not more than 400. The men are hired at 2*l.* per month, and the females at from 20*s.* to 15*s.* per month; they are content so far. Every one able to work seemed to be favoured with an employer. I exerted all my power, and succeeded beyond my most sanguine expectation. Mechanics suffered for a time ere employment was procured for them.

The number of destitute emigrants in my vicinity are those only who have suffered much from sickness; they reckon about 40. Indeed some of them need the extension of charity to a great degree. I think all that troubled private ladies and gentlemen exceed not 23 families for the whole season.

The deportment and conduct of all the emigrants who arrived here exceeds description; there was not a single instance of ill behaviour known to the civil authorities, nor yet to me, that would cause me to report thereon. Temperance prevailed, and peace among themselves seemed replete.

I have, &c.

(Signed) R. D. BRADLEY, Emigrant Agent.

EXTRACT from the Report of the Emigrant Agent at Hamilton, dated 19th November, 1841,  
addressed to Mr. Hawke.

Sir,

THE total number of emigrants landed at Hamilton may be stated at 1,680 persons. With respect to the destination of the emigrants, I can only reply that those whom I have for-



warded have been invariably in a western direction, chiefly to the London District. It has come to my knowledge, however, in repeated instances, that emigrants who have received free passages hither have crossed over to the United States; and I am of opinion that a majority of those who have arrived here without relations in this country have proceeded thither.

The general condition of the emigrants who have passed under my notice has been that of persons in the lower class, chiefly Irish; though there has been a large consignment of Scotch from the counties of Sutherland and Caithness, and a few families from Glasgow and Paisley, weavers. For most of the Scotch, independently of the small assistance which I rendered them, a subscription was obtained from the St. Andrew's Society and from the charitable of their countrymen. The Irish were mainly dependent on the emigrant fund; some of them, however, although applicants for relief, were found to be possessed of sums varying from 10*l.* to even 20*l.* The health of the emigrants might be said to have been good, were it not for the extensive prevalence of ague, which, though rarely fatal, is productive of extreme weakness, and it has consequently entailed much expense upon the agency.

Four deaths only among the emigrants of the present season, residing in this immediate neighbourhood, have come to my knowledge. Scarcely any capitalists, according to the usual acceptation of that term, have come under my notice during the present season.

All the emigrants have applied either for free passages westward, or for both. I have rarely forwarded them, except when the object has been to join friends; and in such cases I generally defrayed only a portion of the expense, compelling the emigrant to resort to public subscription for the remainder, or the sale of a portion of his clothing. I have adopted this method, not only in consequence of the ruinous expense of land travelling, but also in order to test the real or pretended property of the applicant.

I am enabled to enumerate 17 families still remaining here; most of them have procured temporary and partial employment,—two in mechanical, the remainder in ordinary labour. Five heads of families are suffering from sickness, whose domestic distress will consequently be very great.

There are no emigrants who cannot obtain occasional work, and permanent employment is scarcely to be obtained for any of them; indeed it has been found throughout the summer that labouring work has been scarce, even for the permanent labourers; and it would be unreasonable to anticipate an improvement during the winter season. There are no public charities in this district. I have reason to believe that there is great distress among both the emigrants and those of longer residence here, arising from sickness, improvidence, or other causes; such cases are left to private charity, excepting in the last stage of distress, when the district fund is generally laid under contribution.

The present season has proved more expensive than the preceding: firstly, because the emigration hither has increased; and secondly, much more has been done for the emigrants than formerly, in free passages and other attentions to their wants.

I have, &c.

(Signed) E. C. THOMAS, Emigrant Agent, Hamilton.

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EXTRACT of a Letter from the Emigrant Agent at Bytown.

Sir,

Bytown, 7th December, 1841.

I AM in receipt of your favour of the 27th ultimo, requesting information concerning several emigrant families named therein. Accompanying this I beg leave to transmit a statement showing the places to which they have been forwarded; and although I can give you no particular information as to the success they have met with, yet I am perfectly satisfied that those who went up the Ottawa river to the places to which they had been previously advised to proceed by yourself, Mr. Kerr, and others, could not fail in obtaining immediate employment provided they used the necessary exertions to procure it. The only obstacle in the way of those who came up latterly was the lateness of the season at which they arrived; but from the accounts I had from persons resident in the settlements to which most of the families alluded to make their way, I am convinced that they did not suffer from that cause. If similar exertions were made at an earlier period of the season, a great many more could be comfortably provided for in the settlements, on the banks of the Ottawa, above this.

You could not possibly serve poor emigrants more (I mean, of course, a reasonable number of them) than by encouraging them to try their fortune up the Ottawa; for in no part of Canada can they have a better, or indeed so favourable an opportunity of speedily bettering their condition, there being in all this section thousands of settlers in prosperous circumstances, living proofs of the fact. The immense lumber-trade going on causes wages to be high; and when, after a shorter time than he could accomplish it in any other part of Canada, the emigrant is enabled to settle on land, (which is easily procured, and that of as good quality as any in the province,) he has a market at his door for all the extra produce he can spare, at prices which are no where to be exceeded.

As further requested by you I also transmit a statement, showing the number of emigrants who passed this place during the season, and the number that landed here, &c.; also the number that received assistance from Government. Those forwarded at Government expense, as well as many who landed, received a small supply of provisions, and, when required, medical assistance, &c.

All I can say as regards the condition and means of those who landed here for the purpose of settling in this neighbourhood is, that the greater portion of them were of the poorer class; at the same time there has been a decided increase over last year of wealthy and respectable settlers. It gives me much pleasure to be able to add that there is no likelihood of distress

*Emigration.*  
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CANADA.

from want of employment or sickness, there being only one family out of the whole number landed here who, from inability to work, are dependent on charity for support.

Number of Indigent Immigrants forwarded from Bytown during the season of 1841 :—

	Adults.	Children.
To Kingston . . . . .	2,203	1,376
Parts on the Rideau Canal . . . . .	241	158
Fitzroy Harbour . . . . .	139	82
March and Buckingham . . . . .	5	2
Total . . . . .	2,588	1,618

Total Number of Emigrants arrived at Bytown . . . . .	13,400
Landed here . . . . .	1,850
Proceeded up the Canal . . . . .	11,550

13,400

Of which number about 750 have landed between this and Kingston.

I have, &c.  
(Signed) GEORGE R. BURKE, Emigration Agent.

The Petition of the Passengers arrived at the Port of Quebec on board the brig Wanderer, Cowen, Master, from Glasgow,  
HUMBLY SHEWETH,

THAT your petitioners sailed from Glasgow in the full expectation of receiving at least Government allowance of water ; but while raising anchor to proceed on the voyage, your petitioners were informed by one of the owners that no further allowance of water would be given than half a gallon per diem for each adult, a quantity insufficient for the wants of your petitioners.

Your petitioners being well aware of the intended disposition for emigration from those parts of Scotland from which your petitioners in general emigrated, humbly beseech that some measure be taken for the suppression of such an afflicting grievance, which cannot fail to depress the tide of emigration so universally predominant at present. May it, therefore, please your honour to take into your serious consideration the most effectual means for the future prevention of an evil so detrimental to the community ; or to grant your petitioners such advice as may enable them to prevent the recurrence of such an evil in future, and your petitioners, as in duty bound, will ever pray.

(Signed)  
Colin Morrison. John M'Intire.  
Peter M'Gregor. Archibald M'Nicoll.  
Donald M'Cormick. Neill Leitch.  
James M'Coll. John ———.

To the Chief Agent for Emigrants, Quebec.  
15th August, 1841.

EXTRACTS of an Address of the Irish Emigrant Society of the City of New York to the people of Ireland.

Desirous of promoting, to the utmost practicable extent, the interests of our emigrating countrymen, we must, at the same time, endeavour to avoid, by timely precaution, any evil consequences which may arise from mistaken or exaggerated conceptions of our capability to serve them. With this view we have determined on laying before you the precise objects of our association, the sphere of duties to which its operations are limited, and such advice, relative to the important subject of emigration, as diligent inquiry, attentive observation, and information, recently received from various parts of the Union, enable us to afford. Perhaps we would not have deemed this address necessary, had we not been warned from several sources that many, entertaining an erroneous estimate of our ability and duties, would be encouraged to abandon settlements at home for precarious or illusive prospects in a distant country, alluring them to inevitable disappointment and disaster.

Ours is entirely a benevolent association. It possesses no property, no influence, except the moral influence arising from the conviction which we trust prevails among our countrymen in America, that our motives are disinterested, and our method of carrying them into execution prudent and hitherto successful. We can only assist the emigrant by advice and information. By advice we are able to protect him against the imposition, by which the unfortunate stranger is frequently plundered of his money, or induced to vest it in some unsafe and tottering business ; or enticed away, if a labourer, to some unwholesome spot, where, after a brief career of toil and vain regrets, and unavailing complaint, he falls a victim to the malaria. Our advice may also save him from the baneful effects of evil company, to which the poor emigrant is particularly exposed.

Without society life is at all times comfortless. Constituted as man is, this is one of the most pressing wants of his nature, and when well directed is the most grateful source of enjoyment, and of his social progress. The emigrant without society is wretched. He has left his friends, and his kindred, and his companions far behind. He feels a void in his heart, which he is anxious to fill up ; and, under such circumstances, he is not very apt to scrutinize the



character of those with whom he comes in contact. The profligate too frequently entice him away, and thus he enters upon a career of dissipation and idleness, at a time when the difficulties of his situation require unflinching firmness, industry, frugality, and integrity. How many would have been saved from irrecoverable ruin if they had avoided this first snare in the poor emigrant's path,

There is a considerable portion of our countrymen who have no chance of success in the United States of America. This is emphatically the land of labour, and although too many even here eat the bread, the bitter bread of idleness, yet their speedy and inevitable fate is contempt, disgrace, and want. Numerous and ingenious indeed are the contrivances by which the indolent and worthless strive to appropriate to themselves the fruits of labour. But success in such attempts is precarious and short-lived, and the man who lives in idleness and splendour to-day vanishes from the scene to-morrow, consigned to oblivion and want.

We allude the more particularly to this subject, in consequence of being obliged to witness for many years past the cruel sufferings and disappointments of hosts of interesting young men, who have been induced to visit these shores without a single qualification for success. Never were persons in a land of strangers so utterly helpless as the persons to whom we allude. Brought up in the lap of comfort, perhaps luxury, in their native country, unable to work, without a trade or any vocation, and completely ignorant of the most ordinary details of business, it is easy to anticipate their fate in the land of labour. Their fate has been in many cases deplorable. Time would fail us in recording the hapless history of the many noble-hearted, well educated, and tenderly reared young man, who, incapable of providing for themselves in this country, have fallen victims to penury in its direst forms. We regret to say that a large class of our countrymen at home, possessing small incomes, and engaged in no regular occupations themselves, bring up their children to no business, habituate them to no pursuit, and indulging the disgraceful prejudice against labour, encourage them in lounging and idleness; and yet they think they provide for them, if they furnish them with an outfit, pay their passage to the United States or the colonies, and give them money enough to last a few weeks after their arrival. To the friends and parents of such persons, duty compels us to say, that this course is in the highest degree cruel. It is in the first place cruel to rear them in idleness, and in the next place it is the highest aggravation of that cruelty to send them forth in that helpless condition to a distant and strange land, where none but the industrious can hope for a livelihood. And not only such would we caution against coming to America, but we would extend the same advice to clerks, accountants, and copyists, and all who seek for employment in the counting rooms of merchants, or the offices of lawyers. All such occupations are overstocked. For many years, in consequence of the great stimulus given to trade, there was a constant rush from the agricultural districts to the towns and cities, all striving to avoid the necessity of manual labour; the cares and vexations of a commercial life. Young men in multitudes abandoned their paternal farms where they would have been blessed with healthy independence had they not aspired to the fictitious refinement and wealth of cities. Many obtained situations and became themselves principals in mercantile concerns; but the revulsion came, and while numbers of the former were thrown out of employment, several of the latter were reduced to hopeless bankruptcy. The consequence is, that all commercial places are crowded with young men natives of the United States, entirely destitute of support, and who, when a vacancy offers, are invariably preferred. Many of them now rue the silly ambition that enticed them away from the wholesome and independent avocations of their fathers.

In short, we cannot with confidence, advise any persons to remove to America, except labourers, mechanics, and those who, possessing a small capital, and some practical acquaintance with agriculture, are willing to settle in our new states and territories. We would tell all to avoid the Atlantic cities, and to distribute themselves throughout the land. And here we would urge upon all the necessity of providing themselves, before their departure, with something more than the price of their passage and supplies. Thousands continually land entirely penniless, and are at once in a state of destitution; whereas each person should have at least 5*l.* on his arrival to enable him to prosecute his journey to the interior. Immediate application for information and advice should be made at the office of the Society, so that there may not be a moment's unnecessary delay; never considering the journey ended until the point in the country, selected as most suitable to his capacity and circumstances is reached. The condition of the emigrant who remains in the Atlantic cities, is very little if at all improved. He has not the same chance of employment; he is more exposed to the contagion of vicious habits; all the necessities and comforts of life are fourfold higher than in the country; and he has not the same opportunity of providing respectably for his family. We need not add, that, for all persons, in all occupations, temperance, integrity, and the love of peace, are indispensable, and that Father Mathew's pledge is as good as the best letter of recommendation. It is at all events *primâ facie* evidence in favour of the emigrant.

The season of the year at which it is best to arrive in America, should also be seriously considered. Beyond all question, the months of April, May, and June, are to be preferred; and April, when circumstances permit, should be preferred to all others. When the latter month is fixed upon, the emigrant should be ready to take his departure in the middle of February. It is always well to allow two months for the voyage, including the journey to the port of embarkation, and even this time is too short, if vessels of the first class are not selected. Summer is a disagreeable and dangerous time to arrive, owing to the intense heat, and the greater prevalence of disease. Autumn is also unhealthy to the emigrant, besides being too quickly followed by winter, when there is not the same demand for labour, and when the settler can do nothing.

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We must also direct attention to the shameful frauds practised by ship agents and others at Liverpool and other ports of embarkation. Let no one proceed to those ports without being properly advised of the best vessels, of the days of sailing, and the character of the agents or ship-owners. Let no money be parted with without due enquiry. Beware of the infamous land-pirates to whom we allude; our attention is fixed upon them, and we hope one day to be able to hold them up to the scorn and execration of the world. It is our intention forthwith to communicate with suitable persons in the principal sea ports of the United Kingdom, with the view of establishing branch societies for the protection of emigrants from the frauds of these heartless wretches. We would also say to those who intend to come to the United States, that instead of embarking for any port in British America, their proper course is to take passage in the first instance for New York. This route is not only much more direct, but its navigation is incomparably less dangerous.

Let none then take the step precipitately; but the virtuous and the capable, who, after ripe deliberation, have resolved to come, we cordially welcome; and we affectionately offer them our assistance and advice.

(Signed) ROBERT HOGAN,  
President Irish Emigrant Society.

George L. Keefe, } Secretaries.  
Michael Burke, }

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SUGGESTED AMENDMENTS to the present Passenger Act, with explanatory Notes, submitted for the consideration of His Excellency the Governor-General.

#### Second Clause.

Two passengers to every four tons; in no case should there be allowed more than one passenger to every 12 superficial feet of the 'twixt decks, or platform, which may be appropriated exclusively to their accommodation; or say a number equal to two-thirds tonnage, and all children to count.

The space of  $5\frac{1}{2}$  feet should be counted from beam to beam, and not from the deck to the platform, as the two beams frequently occupy from  $2\frac{1}{2}$  to 3 feet of the space, in small vessels.

If the number of passengers in proportion to tonnage were so fixed, that instead of computing them by different ages, every soul were counted as one passenger, much difficulty would be avoided, and if a penalty of 5% per head was imposed for every one beyond the number allowed, the practice of carrying an excess would soon be checked. The manner of computing children, prescribed by the 13th clause of the present Act, is one which has always caused difficulty, and is the occasion of fraud by the falsification of ages. The law in the United States allows only two passengers to every five tons actual measurement.

#### Third Clause.

Ships carrying passengers, to provide five pounds of biscuit per week for each passenger.

*Note.*—This amendment, I conceive, will obviate and remove one of the great causes of the distress which is found so frequently to exist on board of emigrant ships, viz., a deficiency of provisions. It is next to impossible for agents at home to ascertain whether the provision of the law, as it now stands, have been complied with. An extra charge of 7s. 6d. for each passenger would cover this expense, and the emigrant would not object to pay it on being made aware that he would receive an equivalent in return.

#### Sixth Clause.

The master to be restricted as to the prices which he may charge his passengers for any provisions which they may be under the necessity of purchasing from him; say, limit him to 10 per cent. advance on the first cost. The sale of spirituous liquors should be prohibited under a heavy penalty, unless ordered as medicine.

*Note.*—This or some other restriction should be adopted in order to prevent a recurrence of the numerous complaints which have been made of late years against the exorbitant charges which masters exact from their passengers for any provisions they are obliged to purchase. If the third clause was altered as proposed, this would not be of so much importance.

The present disgraceful practice of selling spirituous liquors to emigrant passengers, is the frightful source of disease and want.

#### Eleventh Clause.

The Government agent for emigrants at the ports of embarkation, to certify on each passenger list as to its correctness, and that the conditions of this Act have been duly fulfilled. This should be done in duplicate, and one of the lists delivered to the Government emigrant agent at the port of landing, the other to the collector or chief officer of Her Majesty's customs, as is at present provided for in the Act. The certificate of the Government agent at the port of landing of the due fulfilment of contract on the part of the master to be required to enable masters or owners of vessels to cancel bonds in the United Kingdom.

*Note.*—The certificate as to the correctness of the passenger lists is very necessary, as the lists furnished now, are in many instances wholly incorrect as to names and ages. A duplicate list should be deposited with the Government agent to enable him to make his return with accuracy; it should remain in his office as a public record for free inspection.



## Eighteenth Clause.

" Jurisdiction to be given to justices of the peace in the colonies, and the course of proceedings to be defined.

The object of the 18th clause is defeated in Canada by the want of jurisdiction of the local magistrates, under any Acts of the Parliament now in force relating to smuggling, to the customs, to trade or navigation. The Court of Vice Admiralty is the only tribunal before which the proceedings contemplated by this Act, can be taken. If jurisdiction should be given to colonial magistrates, a general reference to a course of proceedings, of which they have no knowledge, would not be sufficient.

## Twentieth Clause.

All ships carrying steerage passengers to be subject to the general provisions of this Act, but if the number do not exceed 50 souls, the master not to be required to enter into any bond.

## Additional New Clauses.

First. Passenger broker not to be permitted to exercise their calling without a licence from the Land and Emigration Commissioners.

Second. The master or person in command of vessels carrying passengers to be held liable to them for all contracts and bargains made by the charterer, broker, or ostensible agent.

(B.)

## REPORT OF DR. DOUGLAS,

*Medical Superintendent at Grosse Isle.*

Sir,

I HAVE the honour to submit for the information of his Excellency the Governor-General, a return of emigrants admitted, discharged, and died at the Quarantine Hospital, under my superintendence for the season ending October 20th.

By reference to the annexed Table, marked B., of admissions to the same hospital for the last eight years, it will be seen that the proportion of sick to the number of emigrants arrived has been much less than in any previous year. I ascribe this gratifying circumstance to two or three causes. 1st. The shortness of the passages of emigrant vessels this year, and the consequent abundance of provisions. 2dly. To the non-prevalence of typhus in the south and west of Ireland last winter and spring, the result of a plentiful potatoe harvest. 3dly. To the comparative small number of emigrant vessels, on board of which small pox broke out on the passage. While last season the number of passenger-ships on board of which this epidemic prevailed, was 17; this year the number has not exceeded seven.

Nearly one half of the whole number of emigrants that arrived this season came out in the month of May, at which time, from the prevalence of east wind in the River and Gulf of the St. Lawrence, the voyage is usually short, and the coolness of the weather unfavourable to the generation of febrile miasm. Another obvious advantage of the short voyage, is the abundance of food, the scarcity of which is so great a predisposing cause of disease.

On board of some of the most crowded of the vessels this season, the Lord Seaton, with 546 passengers; the Dumfriesshire, 621; Ann Jeffry, 261; and George Marsden, 229; measles and hooping cough prevailed extensively among children, and as usually happens in similar cases, proved fatal to a great degree; the Lord Seaton having lost 14, the George Marsden 13, the Ann Jeffry 9 of their passengers. The total number of deaths of emigrants on the voyage out this season, has been 222, five-sixths of whom are young children, and very old persons, whose extreme age and feebleness rendered them unfit to encounter the privations of a sea voyage.

Twenty-nine children were born on the voyage out; notwithstanding the unfavourable circumstances under which these births took place, both mothers and infants, with a few exceptions, were doing well on their arrival at the Quarantine station. Two female emigrants, one in the barque Borneo, from Limerick, and another in the ship Lord Seaton, from Belfast, died in childbirth on the passage; and among other casualties, a female passenger in the brig Duchess of Buccleugh, was washed overboard and drowned in a gale of wind, and two men, one a passenger in the barque Julie, from Sligo, and the other in the barque Agenora, from Liverpool, were lost out of the ship's head, the usual places of accommodation having been knocked down by order of the master, on the plea of want of cleanliness on the part of the passengers. I have brought this circumstance under the notice of the Chief Agent for emigrants at this port as deaths take place from the same cause every season.

The emigrants as a body appeared in more comfortable circumstances than last year, being better provided with wearing apparel and bedding, and presenting fewer cases of squalor and misery. It is to be regretted that the difference of the law regulating the transport of passengers to this port and to that of New York should prove an inducement to send out by vessels coming to Quebec, large families of women and children unprovided with their natural protectors. The Passenger Act of the state of New York imposes an uniform tax of two dollars a-head upon emigrants of all ages (children as well as adults) and limits also the number embarked to two passengers to every five tons, making no distinction between children and adults. The sum charged the emigrants for passage is, therefore, double that paid by those coming to this port, and is exacted without reference to age. It is found, therefore, to

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be a great saving for the adults of a family to embark for New York, and to leave the younger members to come out by the St. Lawrence under the charge of some female relative or other friend, trusting, in many instances, to receive assistance on their arrival here to enable them to proceed on to join their parents. The consequence of this is, that emigrant vessels coming to this port are too often crowded to excess, though the number actually on board does not exceed that allowed by the Act. This arises from the great proportion of children under 12 months, that are not included in the passenger list, and from those under seven years, three of whom are only counted as one adult, and from those under 14, two of whom are counted as one.

A medical inspection of passengers previous to leaving the port of embarkation in Europe, and a careful rejection of all such as are found labouring under fever, small pox, measles, or scarlatina, would tend to remove much mortality and suffering on the voyage. If the agents at the different ports in Great Britain were instructed to ascertain by actual inspection, not only that each passenger was provided with the quantity of provisions required by the Act, but that they had one change of clothing at least, and bedding sufficient to enable them to endure the cold from which passengers so frequently suffer in approaching the American coast, in the early spring voyage, it would tend also much to prevent the generation of fever.

I have, &c.

T. W. C. Murdoch, Esq.,  
&c. &c. &c.

(Signed) GEO. M. DOUGLAS,  
Medical Superintendent.

(A.)—RETURN of Emigrants Admitted, Discharged, and Died at the Quarantine Hospital of the Port of Quebec, during the Season of 1841.

Description.	Ad- mitted.	Dis- charged.	Died.	Total.	Diseases.					
					Fever.	Small Pox.	Measles.	Scar- latina.	Other Diseases	Total.
Men . . . . .	75	69	6	75	66	4	..	..	5	75
Women . . . . .	72	61	11	72	59	3	6	..	4	72
Children . . . . .	143	122	21	143	59	25	55	4	..	143
Total . . . . .	290	252	38	290	184	32	61	4	9	290

(B.)—TABLE showing the Numbers and the Per Centages of Disease and of Deaths of Emigrants at the Quarantine Station (Grosse Isle) of the Port of Quebec from 1833 to 1841, both inclusive.

Year.	Number of Emi- grants.	Numbers Admitted.	Per centage of Ad- mission.	Number of Deaths.	Per centage of Deaths.	Diseases.							
						Cholera.	Per centage of Cholera.	Fever.	Per centage of Fever.	Small Pox.	Per centage of Small Pox.	Other Diseases.	Per centage of other Diseases.
1833	22,062	239	1.08	27	0.12	..	..	159	0.72	34	0.15	46	0.21
1834	30,982	844	2.72	264	0.85	290	0.93	404	1.30	12	0.07	138	0.45
1835	11,580	126	1.08	10	0.08	..	..	24	0.21	48	0.41	54	0.46
1836	27,986	454	1.62	58	0.21	..	..	338	1.21	50	0.18	66	0.24
1837	31,894	598	1.87	57	0.18	..	..	481	1.51	104	0.33	13	0.04
1838	2,918	65	2.23	6	0.21	..	..	42	1.44	17	0.51	6	0.21
1839	7,214	189	2.62	9	0.12	..	..	147	2.04	1	0.01	41	0.57
1840	22,065	561	1.54	41	0.19	..	..	485	2.15	60	0.17	16	0.07
1841	28,060	290	1.03	38	0.13	..	..	184	0.65	32	0.11	9	0.03
Total .	184,761	3,366	..	510	..	290	..	2,264	..	358	..	289	..

(Signed) GEO. M. DOUGLAS,  
Medical Superintendent.

(C.)

REPORT OF MR. HAWKE.

Sir, Emigration Office, Kingston, February 1st, 1842.

I HAVE the honour to transmit to you herewith, for the information of his Excellency the Governor-General, a statement showing the number of emigrants landed at Quebec from 1829 to 1841, inclusive.

The time embraced by the statement is 13 years; and it appears that during that period 322,291 emigrants came to the Canadas, viz. :—

From England and Wales . . . . .	74,073
,, Ireland . . . . .	202,855
,, Scotland . . . . .	41,426
,, all other countries . . . . .	3,937
Total . . . . .	322,291



On referring to the population returns for Upper and Lower Canada, I find that the population in 1829 may be stated at 650,000. If no immigration had taken place, the population would be in 1841, supposing it to have increased at the usual rate, viz., 3½ per cent. per annum, 945,750.

The best information as to the number of our population at present I have obtained from the Inspector-General for Canada West; and it would appear, from various data, that United Canada at present contains 1,250,000 people. If we deduct the 945,750, it appears that 304,250 persons have been added to our population from 1829 to 1841 by emigrants and their descendants.

Of the 28,228 immigrants landed at Quebec last year, 18,963 came to Canada West; the remainder, I am assured by the Chief Emigrant Agent for Canada East, have settled in that section of the province.

The emigrants who came to Canada West have been distributed as follows:—

Districts on the Bay of Quinte, viz.:	
Midland, Prince Edward, and Victoria . . . . .	2,500
Coburg, Port Hope, Whitby, and Darlington . . . . .	1,850
Gore, London, and Niagara districts . . . . .	2,500
Home District . . . . .	6,512
Settled on the St. Lawrence, between Kingston and Cornwall . . . . .	1,200
On the Ottawa and Rideau, and in the Bathurst and Eastern districts . . . . .	3,260
Gone to the United States . . . . .	1,141
Total . . . . .	18,963

It is impossible to be exact in such statements, as the emigrants frequently shift from place to place during the first year or two after their arrival; but, from all my correspondence, as well as from many verbal communications, I am satisfied that the statement showing the distribution is, in all its material features, correct.

The emigrants of last year were generally poor; at least, two-thirds of them were mere labourers, for whom, as we had no public works in operation, it was frequently very difficult to obtain suitable employment.

By scattering them over a wide space of country, they have, I believe, all succeeded in obtaining work, although at lower wages than usual.

In the absence of public works, the demands for unskilled labour in Canada is always very limited. Good farm servants and mechanics experience no difficulty in getting work, and I could have found employment last year for a much greater number belonging to these classes than visited our shores.

Very few emigrants applied for free grants of land on the Garrafraxa and Owen's Sound Road, as they were not in possession of sufficient means to maintain themselves and families until they could get a crop from the land; and emigrants of small capital generally, and I think wisely, preferred purchasing partially improved farms in more settled parts of the province to going upon wild land.

The expenditure on account of emigration west of Montreal for 1841, may be stated at 4,218*l.* 16*s.* 5*d.* currency. Emigrant agents are stationed at Bytown, Toronto, and Hamilton, who receive their instructions from this office. It is their duty, as well as mine, to afford emigrants information respecting the Crown and other lands offered for sale in the different districts, and to direct them to places where they can obtain work; to afford relief, when necessary, in food and transport, as well as authorize medical attendance and comforts in cases of sickness, and to see that they are not imposed upon.

The out-agents report to me from time to time during the season, and the substance of their reports is condensed, and communicated by me to the head of the Government.

I am accountable for the expenditure, and my accounts, supported by proper vouchers, are sent to the Inspector-general at the close of each season.

Although the General Report for 1841, prepared at Quebec, will put his Excellency in possession of much of the information contained in this communication, I have felt it my duty to give a condensed view of the emigration to Canada generally, during the time I have been employed as chief emigrant agent, and to point out the duties of my office.

I have, &c.

T. W. C. Murdoch, Esq.,  
&c.      &c.      &c.

(Signed) A. B. HAWKE,  
Chief Emigrant Agent, Western Division.

32 PAPERS RELATIVE TO EMIGRATION IN CANADA.

Emigration. CANADA. STATEMENT, showing the Number of Emigrants landed at Quebec from the Year 1829 to the Year 1841, inclusive, and the Countries from which they came.

Where From.	1829.	1830.	1831.	1832.	1833.	1834.	1835.
England and Wales . . .	3,565	6,799	10,343	17,481	5,198	6,799	3,067
Ireland . . . . .	9,614	18,300	34,133	28,204	12,013	19,206	7,108
Scotland . . . . .	2,643	2,450	5,354	5,500	4,196	4,591	2,127
Newfoundland, Nova Scotia } and West Indies . . . }	123	451	424	561	345	339	225
Total number landed at } Quebec in each Year . }	15,945	28,000	50,254	51,746	21,752	30,935	12,527

Where From.	1836.	1837.	1838.	1839.	1840.	1841.	Grand Total.
England and Wales . . .	6,709	4,101	608	1,979	4,420	3,004	74,073
Ireland . . . . .	17,950	15,900	1,704	4,488	17,111	17,124	202,855
Scotland . . . . .	2,453	1,553	343	726	1,330	8,160	41,426
Newfoundland, Nova Scotia } and West Indies . . . }	401	388	283	68	329	..	3,937
Total number landed at } Quebec in each Year . }	27,513	21,942	2,938	7,261	23,190	28,288	322,291

It appears from the above statement that of the 322,291 emigrants who landed at Quebec during the period it embraces, England and Wales furnished 74,073; Ireland 202,855; Scotland 41,426; and all other countries 3,937.

(Signed) A. B. HAWKE,  
Chief Emigrant Agent, Western Division.



EXPORTS (COLONIES).

RETURN to an Order of the Honourable The House of Commons, dated 16 June 1842 ;—for,

AN ACCOUNT of the Quantities and the Value of Fish, LUMBER and PROVISIONS Exported from *Nova Scotia*, *New Brunswick* and *Canada* respectively, to the *British West Indies*, in the Year 1840.

EXPORTED TO THE BRITISH WEST INDIES IN THE YEAR 1840.									
QUANTITIES.					VALUE.				
	From NOVA SCOTIA (including Cape Breton).	From NEW BRUNSWICK.	From CANADA.	Total from the Three Provinces.	From NOVA SCOTIA.	From NEW BRUNSWICK.	From CANADA.	Total from the Three Provinces.	
FISH	Cod, dry -	281,963	6,863	288,124	£. 173,590	£. 4,712	£. 195	£. 178,497	
	— pickled -	161	614	775	162	557	-	719	
	Herrings -	11,453	343	11,827	13,630	1,696	17	15,343	
	Mackarel -	11,311	5,505	16,816	32,603	339	35	32,977	
	Other sorts -	18,531	200	18,755	13,247	2,956	801	17,004	
PROVISIONS	Butter -	1,434	142	1,590	3,211	564	44	3,819	
	Cheese -	293	21	314	1,355	64	-	1,419	
	Lard -	172	9	210	472	40	74	586	
	Bacon and Hams -	297	13	310	1,011	59	-	1,070	
	Beef and Pork -	19,140	846	21,821	70,987	3,329	5,385	79,701	
	Corn, &c.: Grain of all sorts -	8,348	82	8,832	1,179	7	34	1,220	
	— Wheat Flour -	34,034	2,767	38,226	51,105	4,616	2,021	57,742	
	— Other sorts of Meal -	2,117	126	2,249	1,718	147	9	1,874	
	Bread and Biscuit -	515	-	552	571	-	58	629	
	Potatoes -	18,004	3,149	22,473	1,373	202	24	1,599	
	Boards and Plank -	12,232,894	26,481,269	38,722,163	28,633	66,132	21	94,786	
	Shingles -	15,735,272	28,158,597	43,893,869	7,872	15,033	-	22,905	
WOOD and LUMBER	Staves -	499,883	99,503	619,546	1,392	468	165	2,025	
	Other sorts of Wood -	-	-	-	7,445	645	5	8,095	
	AGGREGATE of the specified Articles -	-	-	-	411,556	101,566	8,888	522,010	

Inspector-General's Office,  
Custom-House, London, 14 June 1842.

W. Irving.

EXPORTS (COLONIES).

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AN ACCOUNT of the Quantities and Value of  
FISH, LUMBER and PROVISIONS Exported  
from *Nova Scotia, New Brunswick and Canada*  
respectively, to the *British West Indies*, in the  
Year 1840.

(*Sir Howard Douglas.*)

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*Ordered, by The House of Commons, to be Printed,*  
*20 June 1842.*

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## CLERGY RESERVES (CANADA).

RETURN to an Address of the Honourable The House of Commons,  
dated 14 July 1842;—for,

ACCOUNTS of the Proceeds of all SALES of the CLERGY RESERVES in *Canada*, and of the Amount thereof invested in the PUBLIC FUNDS in the Province of *Canada*, or in the PUBLIC FUNDS of *Great Britain* and *Ireland*, and of the Annual Interest and Dividends thereof; distinguishing the Sales which were effected under the Authority of the Act 7 & 8 Geo. 4, c. 62, and those which have taken place under the Act 3 & 4 Vict., c. 78:—Of all RENTS arising from the CLERGY RESERVES that have been demised for any Term of Years, and of the Amount of the ANNUAL FUND directed to be formed under the Act 3 & 4 Vict., c. 78:—Of the ANNUAL STIPENDS and DIVIDENDS which are payable out of said ANNUAL FUND, and were assigned and given to the Clergy of the Churches of *England* and *Scotland*, and to any other Religious Bodies or Denominations of Christians in *Canada*, and to which the Faith of the Crown is pledged; distinguishing such Religious Bodies or Denominations of Christians, and specifying the Amount payable to each respectively out of said Fund:—Of the Application and Appropriation of the said ANNUAL FUND to the Churches of *England* and of *Scotland*, and of the Application of such Part thereof as the Act 3 & 4 Vict. directs the Governor of *Canada* to apply to the Purposes of Public Worship and Religious Instruction in *Canada*; distinguishing the Religious Bodies and Denominations of Christians to whose Public Worship and Religious Instruction such Annual Fund shall have been applied.

Colonial Office, Downing-street,  
30 May 1843. }

G. W. HOPE.

(No. 40.)

—No. 1.—

My Lord,

Government House, Kingston, 10 March 1843.

IN reply to your Lordship's Despatch of the 18th July 1842, No. 204, conveying to me Her Majesty's pleasure that certain Returns required by the House of Commons, according to the Address therein enclosed, should be prepared forthwith, I have the honour to state, that it is only within the present week that I have been able to obtain from the different officers the necessary information to complete these Returns, which I now lose no time in transmitting.

As your Lordship has already anticipated, the Lords Commissioners of Her Majesty's Treasury will be able to furnish the most accurate statement of the amount of the Clergy Reserve Fund invested in the Public Funds of Great Britain, and of the annual interest and dividends therefrom. It remains for me to state, with reference to this fund, that it arises entirely from sales effected under the Act 7 & 8 Geo. 4, c. 62.

*Vide Return No. 3.*

I have, &c.

The Right honourable Lord Stanley,  
&c. &c. &c.

(signed) *Charles Bagot.*

AN ACCOUNT of the PROCEEDS of all SALES of the CLERGY RESERVES in *Canada*, invested in the Public Funds\* in the Province of *Canada*, and of the Annual Interest and Dividends thereof; distinguishing the Sales which were effected under the Authority of the Act 7 & 8 Geo. 4, c. 68, and those which have taken place under the Act 3 & 4 Vict., c. 78.

—Nil.—

\* For Return showing the Amount of Investments in the British Funds, *vide* No. 3.

AN ACCOUNT of all RENTS arising from the CLERGY RESERVES that have been demised for any Term of Years, and of the Amount of the Annual Fund directed to be formed under the Act 3 & 4 Vict., c. 78.

Total Amount of Rents of Leased Clergy Reserves in *Canada West*, collected by the Commissioner of Crown Lands during the year 1842 - - £.1,108. 0. 7.

The same in *Canada East* - - - - - Nil.

No monies have been available for the formation of the fund directed by the Act 3 & 4 Vict. c. 78.

2 RETURNS RELATIVE TO THE PROCEEDS ARISING FROM

AN ACCOUNT of the ANNUAL STIPENDS and DIVIDENDS which are payable out of the said Annual Fund, and were assigned and given to the Clergy of the Churches of *England* and *Scotland*, and to any other Religious Bodies or Denominations of Christians in *Canada*, and to which the Faith of the Crown is pledged; distinguishing such Religious Bodies or Denominations of Christians, and specifying the Amount payable to each respectively out of said Fund, and of the Application and Appropriation of such Annual Fund to the Churches of *England* and of *Scotland*, and of the Application of such part thereof, as the Act 3 & 4 Vict. directs the Governor of *Canada* to apply to the purposes of Public Worship and Religious Instruction in *Canada*; distinguishing the Religious Bodies and Denominations of Christians to whose Public Worship and Religious Instruction such Annual Fund shall have been applied.

	£.	s.	d.	£.	s.	d.
Lord Bishop of Toronto, as Archdeacon of York	-	-	300	-	-	-
Archdeacon of Kingston	-	-	300	-	-	-
Rev. G. O'Kill Stewart, as one of the Ministers of the Church of England	-	-	100	-	-	-
Missionaries of the Church of England	-	-	6,207	18	4	
Retired Missionaries of ditto	-	-	115	-	-	-
Widows of Missionaries of ditto	-	-	225	-	-	-
TOTAL Church of England	-	-		7,247	18	4
The Rev. William Bell, Presbyterian Minister, Perth, Military Settlement	-	-	100	-	-	-
Church of Scotland, Canada East, drawn from England	-	-	500	-	-	-
Presbyterian Synod of Canada	-	-	1,540	-	-	-
Ditto - ditto of Upper Canada	-	-	700	-	-	-
TOTAL Church of Scotland	-	-		2,840	-	-
Roman Catholic Bishop	-	-	500	-	-	-
Ditto - ditto Clergy	-	-	1,000	-	-	-
TOTAL Church of Rome	-	-		1,500	-	-
Secretary to Clergy Corporation	-	-	-	270	-	-
TOTAL per Annum, about (Sterling)*	-	£.		11,857	18	4

No appropriation has yet been made for public worship "and religious instruction," under the 3 & 4 Vict., c. 78, no investments having yet been effected under the said Act.

(Separate.) —No. 2.—

My Lord, Government House, Kingston, 10 March 1843.  
WITH reference to my Despatch, No. 40, of the present date, transmitting certain Returns relative to the Clergy Reserve Fund, in compliance with the instructions conveyed in your Lordship's Despatch of the 18th July 1842, No. 204, I have the honour to add the following statement for your Lordship's information, which, as it was not called for by the House of Commons, I have not deemed proper to append to those documents:

The total number of Clergy lots under lease in Canada West is 1,147, at an aggregate annual rental of 4,096*l.* 17*s.* 2*d.*

Of this amount, there would only be collected in the year 1842, including arrears for previous years, the sum stated in the above Returns; viz., 1,108*l.* 0*s.* 7*d.*

In Canada East there are 78 Clergy lots under lease, at an annual rental of 258*l.* 8*s.* 9*d.*, of which no portion was received during the year 1842.

There have also been sold in Canada East 8,400 acres of Clergy lands on quit-rent amounting altogether to 1,690*l.*, which, at an interest of 5 per cent., should yield annually, 84*l.* 10*s.*; but of this amount no portion was received during the year 1842.

From this statement your Lordship will perceive how disadvantageous the system of leasing these lands has proved, and how urgent the necessity was for abandoning it. At first sight your Lordship might be disposed to consider that measures might be adopted to compel the more punctual payment of these rents, but experience has proved the almost total insufficiency of past efforts of this nature; and I have, on a previous occasion, adverted to the irritation and ill-will which would be sure to follow the adoption of any extreme legal measures

\* The excess of this charge above the proceeds of the Clergy Reserve Fund is defrayed out of the Consolidated Revenue Fund of the Province, with the exception of the sum of 469*l.* 18*s.* 4*d.*, for which the Imperial Government has become liable during the year 1842, under the 8th section of the Act 3 & 4 Vict., c. 78, guaranteeing a certain amount to the Churches of England and Scotland within the Province.



THE SALE OF CLERGY RESERVES IN CANADA.

3

measures by the Government, or any public corporation, to enforce the payment of instalments by a number of tenants of this class.

I have, however, some hope that by a watchful supervision of the agents, and perhaps by some modification of the present arrangement for receiving the rents, a larger annual income may in future be derived from this source. The attention of the department with whom the collection rests has been given to the matter, and its best efforts will be directed to this object.

The Right honourable Lord Stanley,  
&c. &c. &c.

I have, &c.  
(signed) Charles Bagot.

P. S.—In the return of payments to which the faith of the Crown is pledged, the sum of 700*l.*, formerly received by the Wesleyans, has been intentionally omitted, as it has not been paid since the Union ; and Her Majesty's Government has decided that, under present circumstances, it shall continue to be withheld.

—No. 3.—

A STATEMENT, showing the Amount of the Investments in the PUBLIC FUNDS of the United Kingdom, on account of the SALES of CLERGY RESERVES in *Canada*, together with the Amount of the Annual Interest and Dividends derivable from those Investments.

		STOCK, 3 per Cent. Consols.		ANNUAL INTEREST.	
		£.	s. d.	£.	s. d.
Investment on account of Sales in Upper Canada	-	119,283	4 10	3,578	10 -
Ditto - - - in Lower Canada	-	47,259	14 11	1,417	15 10
	£.	166,542	19 9	4,996	5 10

A Bill for £.3,000, drawn by J. H. Dunn, Esq., the Receiver-general of Canada, on the Lords of the Treasury, in favour of the Paymaster of Civil Services, has been received, and will become due on the 19th June next, of which £.2,538. 10. 8. will be invested on account of the Upper Province, and £.461. 9. 4. on account of the Lower Province.

Pay Office, Civil Services,  
26 May 1843.

(signed) W. Sargent.

CLERGY RESERVES (CANADA).

RETURN of the Amount of INVESTMENTS, RENTS,  
and ANNUAL STIPENDS, &c. arising from the  
CLERGY RESERVES in Canada.

(Mr. Sheil.)

*Ordered, by The House of Commons, to be Printed,  
2 June 1843.*

314.

*Under 1 oz.*



CLERGY RESERVES (CANADA).

FURTHER RETURN to an ADDRESS of the Honourable The House of Commons,  
dated 14 July 1842 ;—for,

ACCOUNTS of the PROCEEDS of all SALES of the CLERGY RESERVES in  
*Canada*, and of the Amount thereof invested in the Public Funds in the Pro-  
vince of *Canada*, or in the Public Funds of *Great Britain* and *Ireland*, and  
of the Annual Interest and Dividends thereof.

(*In continuation of the Papers ordered by the House of Commons to be Printed,*  
*2 June 1843, No. 314.*)

Colonial Office, Downing-street, }  
18 August 1843.

G. W. HOPE.

Ordered, by The House of Commons, to be Printed, 21 August 1843.

A STATEMENT showing the Amount of the INVESTMENTS in the PUBLIC FUNDS of  
the United Kingdom, or of *Canada*, on account of the SALES OF CLERGY RESERVES  
in *Canada*, together with the Amount of the Annual INTEREST and DIVIDENDS  
derivable from those Investments.

	STOCK 3 per Cent. Consols.	CANADIAN DEBENTURES 5 per Cent.	ANNUAL INTEREST ON STOCK.	ANNUAL INTEREST ON DEBENTURES
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Investment on account of Sales in Upper Canada -	121,983 16 2	- - -	3,659 10 3	—
Investment on account of Sales in Lower Canada -	13,999 9 8	30,800 - -	419 19 8	1,540 - -
£.	135,983 5 10	30,800 - -	4,079 9 11	1,540 - -

Pay Office, Civil Services, }  
17 July 1843.

(signed) W. Sargent.

CLERGY RESERVES (CANADA).

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STATEMENT of INVESTMENTS in the PUBLIC  
FUNDS on account of the SALES of CLERGY  
RESERVES in Canada.

(*In continuation of Parliamentary Paper, No. 314,  
of Session 1843.*)

(*Mr. Stiel.*)

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*Ordered, by The House of Commons, to be Printed,  
21 August 1843.*

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## PUBLIC WORKS (CANADA)

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RETURN to an ADDRESS of the Honourable The House of Commons,  
dated 7 April 1843;—for,

COPY of the ACT of the PARLIAMENT of *Canada* in 1841, appropriating COLONIAL MONIES for the Improvement of the Navigation of the River *St. Lawrence*, and for other Public Works in the *Canadas*:—COPIES or EXTRACTS of all CORRESPONDENCE between the Colonial Office and the Governors of *Canada*, respecting the Improvement of the River *St. Lawrence* and other Public Works, under the Provincial Government, in the Years 1840 to 1843, both inclusive:—COPY or EXTRACTS of any REPORTS made to the Government of *Canada*, since January 1840, respecting the *Lachine*, *Beauharnois*, *Cornwall*, *Rapid Plat*, *Gallops* and *Welland* Canals; showing the Estimates, if any, prepared for each of those Works:—ACCOUNTS of the AMOUNTS already expended upon these Canals and Public Works; stating the Amount expended upon each Work in each Year, together with an Abstract of the Amount of the remaining Estimates for the said Works:—Of all MONIES borrowed for Public Works by the Canadian Government during the Years 1840 to 1843, both inclusive; stating the Rates of Interest to be paid, and what Arrangements have been made for Repayment of Principal Sums and Interest thereon:—Of the TERMS on which the LOAN (sanctioned by the British Parliament in 1842 for the Service of *Canada*) has been made in *England*; stating the Date of the Contract, the Amounts of the Loan paid up, the Dates of such Payment, and how the same has been appropriated:—Of all MONIES received as TOLLS on the *Lachine*, *Ottawa*, *Rideau* and *Welland* Canals, in each of the Years 1840 to 1842, both inclusive; distinguishing the Amount from each Canal in each Year.

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Colonial Office, Downing street, }  
19 August 1843. }

(Mr. Hume.)

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*Ordered, by The House of Commons, to be Printed,*  
21 August 1843.

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MAP.

MAP of CANADA, showing generally the several Public Works completed or now in progress, as embraced and authorized by 3 & 4 Vict. c. 28; also exhibiting the different Lines of Road undertaken by the respective Districts, and Schedule explanatory of the cost of the several Public Works - } - at the end.



## PUBLIC WORKS (CANADA).

## CANADA ACTS.

(No. 28.)

4 &amp; 5 VICT., CAP. XXVIII.

AN ACT to appropriate certain Sums of Money for PUBLIC IMPROVEMENTS in this Province, and for other purposes therein mentioned.

(18 September 1841.)

MOST GRACIOUS SOVEREIGN,

WHEREAS it will conduce to the prosperity and advancement of this province, that the public works hereinafter mentioned be undertaken and completed with the least possible delay ; May it therefore please your Majesty, that it may be enacted ; and be it therefore enacted by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada ;" and it is hereby enacted by the authority of the same, that for the construction and completion of the public works of this province, there be granted to Her Majesty, Her heirs and successors, the sum of One million, six hundred and fifty-nine thousand six hundred and eighty-two pounds, sterling, which said sum shall be applied and expended under the charge and superintendence of the Board of Works of this province, for the erection and completion of the following public works, and in the proportions and within the periods herinafter mentioned ; that is to say :

Preamble.

A certain sum granted for public works.

For the Welland Canal, the sum of Four hundred and fifty thousand pounds, sterling ;

Welland Canal.

For the improvement of the navigation of the Saint Lawrence, exclusive of Lake Saint Peter, Six hundred and ninety-one thousand six hundred and eighty-two pounds, sterling ;

Improvement of the St. Lawrence.

For the improvement of the navigation of the Lake Saint Peter, Fifty-eight thousand five hundred pounds, sterling ;

Lake St. Peter.

For the Burlington Bay Canal, Forty-five thousand pounds, sterling ;

Burlington Bay Canal.

For improving the internal waters of the Newcastle district, the construction of slides, locks and certain roads leading thereto, Fifty thousand pounds, sterling ;

Waters of Newcastle District.

For constructing or improving harbours and light-houses on Lakes Ontario and Erie, and roads leading thereto, Seventy-four thousand pounds, sterling ;

Harbour and Light-houses on Lakes Ontario and Erie.

For improving the River Richelieu, Twenty-one thousand pounds, sterling ;

River Richelieu.

For improving the River Ottawa, and building bridges and constructing slides on the same, Twenty-eight thousand pounds, sterling ;

River Ottawa.

For improving the Bay of Chaleurs Road, between Percé Point and the Indian Mission, and a portion of the Métis or Kempt Road, Fifteen thousand pounds, sterling ;

Bay of Chaleurs Road.

For improving and completing the Gosford Road, between Quebec and the Eastern Townships, through the block of land possessed by the Government, Ten thousand pounds, sterling ;

Gosford Road.

For improving and completing the Main Northern Road from Lake Ontario, at Toronto, to Lake Huron, continuing and perfecting the same from the termination

Main Northern Road.

termination of the portion already undertaken by the district of Barrie, establishing toll-bars thereon, and improving sundry parts thence to Penetanguishine, and on the Cold-water Portage, Thirty thousand pounds, sterling ;

Main Province Road.	For improving the Main Province Road from Quebec to Amherstburg and Port Sarnia, building certain bridges on the same between Montreal and Quebec, and improving those portions of the line along which the river or lakes are not now available for the transport of the mails, that is to say :
Cascades to Province Line.	To macadamize or otherwise improve that portion between the Cascades and the Province line, and to establish toll-bars thereon, Fifteen thousand pounds, sterling ;
Brantford to London.	To macadamize or otherwise complete that portion from the termination of the part already undertaken by the district of Brantford to London, and establish tolls thereon, Fifty-five thousand pounds, sterling ;
London to Port Sarnia.	To drain, trunk, form, and otherwise improve the road thence to Port Sarnia, Fifteen thousand, pounds, sterling ;
London to Chatham, &c.	To drain, trunk, form, and otherwise improve the road from London to Chatham, Sandwich and Amherstburg, Fifty-five thousand pounds, sterling ;
Bridges between Quebec and Montreal.	For building bridges over the large rivers between Quebec and Montreal, Thirty-four thousand pounds, sterling ;
L'Original to the St. Lawrence.	For the completion of the Military Road, from the Ottawa near L'Original to the Saint Lawrence, Fifteen hundred pounds, sterling ;
Hamilton to Port Dover.	For the formation of a line of road from Hamilton to Port Dover, Thirty thousand pounds, sterling.

Powers heretofore vested in any Directors or Commissioners of any of the said Public Works transferred to the Board of Works.

Proviso as to certain powers to settle claims or damages given by Act of U. C., 3 Will. 4, c. 18.

II. And be it Enacted, That from and after the passing of this Act, all Directors or Commissioners appointed by or under the authority of any of the laws now in force, authorizing the construction or carrying on of any of the said works and improvements, shall be superseded, and their respective offices shall cease and be determined to all intents and purposes whatsoever; and that all and every the powers and authorities conferred upon any such Directors or Commissioners in or by any such law or laws shall be transferred to and shall and may be used, exercised and enjoyed by and under the direction of the Board of Works, in as full and ample a manner to all intents and purposes as the same might or lawfully could be used, exercised or enjoyed by such Directors or Commissioners or any number of them respectively: Provided, that nothing herein contained shall diminish or affect the authority and powers of the Commissioners appointed by or under the authority of an Act of the Legislature of the late Province of Upper Canada, passed in the third year of the reign of his late Majesty King William the Fourth, and intituled, "An Act granting to Her Majesty a sum of Money, to be raised by Debenture, for the Improvement of the River Saint Lawrence," in so far as regards the settlement of the claims for compensation for damages made under the said Act, by any person whomsoever, before the passing of this Act; but such powers and authorities, and all the provisions of the said Act shall, in so far as regards any such claim, be and remain in full force and effect, as if this Act had not been passed; and provided also, that nothing herein contained shall in anywise affect the rights or powers of the Stockholders of the capital stock of the Welland Canal Company, or any Directors by them elected according to law.

Rights and liabilities of the Commissioners and Directors transferred to the Board of Works.

III. Provided always, and be it Enacted, That nothing herein contained shall be construed in anywise to annul, discharge, vacate or make void any contract, agreement, debt or liability lawfully made, entered into or incurred by or to such Directors or Commissioners; but that every such contract, agreement, debt or liability shall be performed, fulfilled, paid and discharged to or by the said Board of Works, in like manner and subject to the same conditions as it would have been to or by the said Directors or Commissioners if they had continued in office.

A loan may be raised by the Governor to an amount equal to the

IV. And be it Enacted, That it shall be lawful for the Governor, Lieutenant-governor or person administering the government of this Province, from time to time,



time, and as occasion shall require, to raise by loan the said sum of One million six hundred and fifty-nine thousand six hundred and eighty-two pounds, sterling, for the construction and completion of the several public works hereinbefore enumerated.

total amount of the sums hereby granted.

V. And be it Enacted, That it shall be lawful for the Governor, Lieutenant-governor or person administering the government of this Province, to cause or direct any number of debentures to be made out for such sum or sums of money, not exceeding in the whole the amount hereinbefore authorized to be raised, as any person or persons, body or bodies corporate or politic, shall agree to advance upon such debentures, with interest payable half-yearly at a rate not exceeding the rate of five pounds for every hundred pounds by the year, and which said debentures shall be made payable at twenty years from the date thereof.

Debentures to be issued to the amount aforesaid.

VI. And be it Enacted, That all such debentures and interest thereon, and the charges incident thereto or attending the same, shall be and are hereby declared to be charged and chargeable upon and shall be borne and paid out of the Consolidated Revenue Fund of this Province.

Debentures issued under this Act to be chargeable on the revenue of the Province.

VII. And be it Enacted, That if any person or persons shall forge or counterfeit any such debenture as aforesaid, which shall be issued under the authority of this Act and remain uncanceled, or any stamp, indorsement or writing thereon or therein, or shall tender in payment any such forged or counterfeited debenture, or any debenture with such counterfeited indorsement or writing thereon, or shall demand to have such counterfeit debenture, or any debenture with such counterfeited indorsement or writing thereupon or therein, exchanged for ready money by any person or persons who shall be obliged and required to exchange the same, or by any other person or persons whomsoever, knowing the debenture so tendered in payment or demanded to be exchanged, or the indorsement or writing thereupon or therein, to be forged or counterfeited, and with intent to defraud Her Majesty, Her heirs or successors, or the person appointed to pay off the same, or any of them, or any other person or persons, bodies politic or corporate, then every such person or persons so offending, being thereof lawfully convicted, shall be adjudged guilty of felony, and shall suffer punishment accordingly.

Counterfeiting debentures, &c., with intent to defraud, to be felony.

VIII. And be it Enacted, That the Receiver-general of this Province for the time being, shall before each session of the Parliament of this Province, transmit to the Governor, Lieutenant-governor or person administering the government of this Province, a correct account of the numbers, amount and dates of the different debentures which may have been issued under the authority of this Act, of the amount of the debentures redeemed by him, and the interest paid thereon respectively, and also of the amount of the said debentures outstanding and unredeemed at the period aforesaid, and of the expenses attending the issue of the same, and of carrying this Act into effect.

Accounts to be rendered by the Receiver-general.

IX. And be it Enacted, That the interest accruing upon the said debentures shall and may be demandable at half-yearly periods computing from the date thereof, and shall and may be paid on demand by the Receiver-general of this Province for the time being, who shall take care to have the same indorsed on each debenture at the time of payment thereof, expressing the period up to which the said interest shall have been paid, and shall take receipts for the same from the parties respectively; and that the Governor, Lieutenant-governor or person administering the government of this Province, shall after the thirtieth day of June, and the thirty-first day of December in each and every year, issue warrants to the said Receiver-general, for the payment of the amount of interest that shall have been advanced according to the receipts to be by him taken as aforesaid.

Such interest to be payable by the Receiver-general half-yearly.

X. And be it Enacted, That a separate warrant shall be made to the Receiver-general, by the Governor, Lieutenant-Governor or person administering the government of this Province for the time being, for the payment of each debenture as the same may become due and be presented, in favour of the lawful holder thereof, and that such debentures as shall from time to time be discharged and paid off, shall be cancelled and made void by the said Receiver-general.

Debentures redeemable how to be paid off.

Debentures redeemable may be called in, and further interest stopped on those not presented accordingly.

XI. And be it enacted, That at any time hereafter it shall and may be lawful for the Governor, Lieutenant-governor or person administering the government of this Province, if he thinks proper so to do, to direct a notice to be inserted in the Gazette, requiring all holders of such of the said debentures as shall be then redeemable to present the same for payment, and if (after insertion of the said notice for three months) any debenture then payable shall remain out more than six months from the first publication of such notice, all interest on such debentures after the expiration of the said six months shall cease and be no further payable in respect to the time which may elapse between the expiration of the said six months and their presentment for payment.

Accounts of monies expended and tolls collected on such works to be laid before Parliament.

XII. And be it enacted, That there shall be annually laid before both Houses of the Legislature of this Province, accounts in detail of the expenditure made in the prosecution of the several public works hereinbefore mentioned, and also of the rates and tolls received on account of each of said works respectively.

Accounting Clause.

XIII. And be it enacted, That the due application of the monies herein granted shall be accounted for to Her Majesty, Her heirs and successors, through the Lords Commissioners of the Treasury, in such manner and form as Her Majesty, Her heirs or successors shall be graciously pleased to direct.

(No. 33.)

4 & 5 VICT., CAP. XXXIII.

AN ACT to facilitate the Negotiation of a LOAN in *England*, and for other purposes therein mentioned.—(18 September 1841.)

MOST GRACIOUS SOVEREIGN,

Preamble.

WE, Your Majesty's most dutiful and loyal subjects, the Legislative Assembly of the province of Canada, in Parliament assembled, having taken into our serious consideration the present state of the public debt of this province, and the message of Your Majesty's Governor-General of this province, transmitting a despatch from Your Majesty's Principal Secretary of State for the Colonies, bearing date the 3d of May, in the year of our Lord 1841, and containing among other things the following passage :

Despatch of the Secretary of State for the Colonies, dated 3d May 1841, in part recited.

“ The Queen's Government coincide in your views of the expediency of making such arrangement as may employ the credit of this country for the benefit of the finances of Canada, and have given their consideration to the plan proposed in your despatches. They are of opinion that such an arrangement, if it can be carried into effect with the consent of the creditors, would be in every way desirable ; but they feel that the objections to a Bill compelling parties to receive payment of their money in breach of agreement entered into with them by competent authority are insuperable.

“ Her Majesty's Government are ready to give any assistance in conformity with your proposal, which does not appear to them inconsistent with good faith. They are ready to propose to Parliament to guarantee a loan which may be required for Public Works (under the restrictions suggested by you), for the repayment of such part of the debt as may be now redeemable, or may be held by creditors who shall declare themselves willing to accept reasonable terms,”—and being desirous of lessening the charge of the said debt, as well as of making provisions for the continuance and completion of public works commenced in this province, by means of a loan at a reduced rate of interest, under the guarantee proposed in the said despatch, humbly beseech Your Majesty that it may be enacted ; and be it therefore enacted by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, intituled, “ An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada ;” and it is hereby enacted by the authority of the same, That after the charges made on the Consolidated Revenue Fund of this province, under and by virtue of the said Act of Parliament of Great Britain and Ireland, the said Consolidated Fund shall be charged and chargeable with the payment of the interest and principal of any new debentures, loan or stock not exceeding the sum of One million five hundred thousand pounds sterling money of

The Consolidated Revenue Fund of the province to be charged with any sum not exceeding £.1,500,000 sterling, raised by loan for the purposes aforesaid.



of Great Britain, which shall be raised or created on behalf of this province by virtue of this Act or of any Act or Acts of the Parliament of Great Britain and Ireland, to be passed for the raising and creating any such loan or stock, or for the purpose of guaranteeing the payment of the same and interest thereon by this province.

II. And be it enacted, That in case it shall be necessary to effect such loan, it shall and may be lawful for the Governor of this province to authorize debentures to the amount of One million five hundred thousand pounds of sterling money to be issued in such form, and payable at such period, and for such sums, and at such rate of interest as shall be most convenient, and as shall be in accordance with the terms in which such new loan may be guaranteed as aforesaid.

The Governor may issue debentures for such loan if necessary.

III. And be it enacted, That all and every the provisions of a certain Act of the Parliament of Upper Canada, passed in the seventh year of the reign of his late Majesty King GEORGE the Fourth, and intituled, "An Act to authorize the Government to borrow a certain Sum of Money upon Debentures to be loaned to the Welland Canal Company," which relate to the debentures authorized by that Act, passing current with certain public accountants, the suspension of interest in certain cases, the submitting to the Legislature accounts of such debentures and the interest paid thereon, and the expenses attending the same, and the paying off and cancelling the said debentures; and also the provisions contained in the seventh section of the said Act, declaring and making the forging any such debenture, or any stamp, writing or indorsement thereon or therein; and the tendering in payment any such forged debenture, or any debenture with such counterfeit stamp, indorsement or writing thereupon or therein; and the demanding to have such counterfeit debenture, or any debenture, with such counterfeit stamp, indorsement or writing thereupon or therein, exchanged for ready money by any person or persons who shall be obliged or required to exchange the same, or by any other person or persons whomsoever, knowing such debenture, or the stamp, indorsement or writing thereupon or therein to be forged or counterfeited, and with intent to defraud, as in the said Act is mentioned—Felony, and subjecting the person or persons guilty thereof to suffer as in the cases of felony, shall be and are hereby enacted and declared to be in force with regard and in respect to all and every debenture or debentures to be issued in pursuance of this Act.

Certain provisions of the Act of Upper Canada, 7 Geo. 4, cap. 20, relative to the debentures therein mentioned, extended to debentures to be issued under this Act.

IV. And be it enacted, That it shall be lawful for the Governor of this province to nominate and appoint such person or persons as he shall think the most fit for the purpose, of arranging and negotiating the mode and terms in and upon which such new loan or stock may be most advantageously raised or created, and to advance and pay to the person or persons so employed such sums of money as shall be reasonable and necessary to defray the expenses attending his or their employment; and that such person or persons (subject to instructions to be from time to time given to him or them by the Governor of this province), shall have full power and authority to negotiate on behalf of this province, in such form and manner as shall be rendered necessary by any such Act or Acts to be passed by the Parliament of Great Britain and Ireland, or as shall be directed and approved by Her Majesty's Principal Secretary of State for the Colonies for the time being.

The Governor may appoint a person or persons to negotiate such loan on the part of this province.

Expenses.

Powers.

V. And be it enacted, That it shall and may be lawful for the Governor of this province, out of the monies to be raised by any such new stock or loan, to direct and order the payment in full of all and every the public debentures of the late provinces of Upper and Lower Canada, or of either of them, which are now due, or which may hereafter be lawfully called in for the payment thereof, or which shall become due and payable, together with all interest due or to become due thereupon.

Governor may pay off

VI. And be it enacted, That it shall and may be lawful for the Governor of this province to authorize and direct the redemption of any debenture or debentures of either of the said late provinces, out of the monies so to be raised, as aforesaid, at such rates and upon such terms and conditions as shall and may be agreed upon with the holder or holders thereof: Provided always, that in no case shall any greater sum than is expressed in any such debenture, together with the interest due and unpaid, be paid for the redemption of the same.

or redeem debentures with proceeds of loan.

Executors, &c. may agree to such redemption.

VII. And be it enacted, That all executors, administrators, guardians, trustees, tutors, curators, and all curators or committees of the estates of idiots and lunatics, or absentees, who shall as such have the custody or control of or over any such debentures in this province, may agree for the redemption thereof, and receive the sums of money to be respectively paid therefor, and shall hold and be accountable for such sums as they shall respectively receive for any such debenture, upon, with, under and subject to the same uses, trusts, powers, conditions and purposes as such debentures were subject or liable to, when in their possession, custody or control.

Residue of loan to be appropriated as Legislature shall direct.

VIII. And be it enacted, That the residue of the monies so to be raised as aforesaid, after redemption of such debentures, shall be paid to and remain in the hands of the Receiver-general of this province, subject to such disposal and appropriation as the Legislature may, from time to time, by an Act or Acts direct and appoint.

Proceeds of loan to be accounted for.

IX. And be it enacted, That all monies to be raised by such loan or stock, as aforesaid, shall be accounted for to Her Majesty, Her heirs and successors, through the Lords Commissioners of Her Majesty's Treasury, in such manner and form as Her Majesty, Her heirs and successors, shall be graciously pleased to direct.

(No. 38.)

4 & 5 VICT. CAP. XXXVIII.

AN ACT to repeal certain ORDINANCES therein mentioned, and to establish a BOARD of WORKS in this Province.—(17 August 1841.)

Preamble.

The Ordinance of Lower Canada, 2 Vict. cap. 64, repealed.

WHEREAS it is expedient to repeal two certain Ordinances hereinafter mentioned, and to establish a Board of Works in and for this province; Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, that a certain Ordinance of the Legislature of the late Province of Lower Canada, passed in the second year of Her Majesty's reign, and intituled, "An Ordinance to establish a Board of Works in this Province," and a certain other Ordinance of the said Legislature, passed in the fourth year of Her Majesty's reign, and intituled, "An Ordinance to amend and render permanent the Ordinance establishing a Board of Works in this Province," shall be and the said Ordinances are hereby repealed.

And the Ordinance of Lower Canada, 4 Vict. cap. 38, repealed.

Contracts, &c. entered into by the Board of Works for Lower Canada, and rights acquired under the Ordinance repealed, to remain valid, and the Board of Works constituted under this Act to be with regard to such contracts, rights, &c. substituted for the Board of Works for Lower Canada.

II. Provided always, and be it enacted, That all contracts and agreements made and entered into by the Board of Works heretofore established and subsisting under the authority of the said Ordinances, and all rights, titles, interests or obligations, by the said Board of Works, or by any person or party whatsoever, acquired, held or contracted under the authority of the said Ordinances, or either of them, and all matters and things done or performed by the said Board of Works, or by any person or party under the said authority, shall subsist and continue to be good and valid, and in full force and effect, to all intents and purposes, as if this Act had not been passed; and the Board of Works to be established under the authority of this Act shall, with regard to all such contracts, agreements, rights, titles, interests, obligations, matters and things, be substituted for the Board of Works established under the authority of the Ordinances aforesaid.

A Board of Works to be established for the province.

III. And be it enacted, That there shall be in and for this province a Board of Works for the superintendence, management and control of public works therein, which said Board of Works shall consist of such and so many persons, not exceeding five in number, as the Governor, Lieutenant-governor, or person administering the Government of this province shall from time to time appoint to be members of the said Board, one of whom shall be appointed to be Chairman; and the said Board shall have such powers, authority and capacities as are provided by this

To have such powers as are expressly given it and no others.

Act,



## PUBLIC WORKS (CANADA).

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Act, or may hereafter be provided by any Act of the Legislature of this province, and no others.

IV. And be it enacted, That a fit and proper person shall be appointed, in the manner aforesaid, to be Secretary of the said Board, and that the Governor, Lieutenant-governor, or person administering the Government, may remove the members of the said Board, or the said Secretary, or any of them, and appoint others in their stead, or reinstate those so removed, when and so often as he shall deem it expedient.

A Secretary to be appointed by the Governor.

Members and Secretary to hold their offices during pleasure.

V. And be it enacted, That the Chairman and the Secretary of the said Board shall respectively receive a yearly salary, and their actual disbursements and travelling expenses when away from their usual place of residence on the business of the Board, and shall devote their whole time to the business of their respective offices, and shall not exercise any other profession or calling while they shall respectively hold the said offices; and the members of the Board, other than the Chairman, shall receive their actual disbursements and travelling expenses when away from their several places of residence on the business of the Board.

Chairman and Secretary to be allowed a yearly Salary.

Other Members to be allowed their actual disbursements only.

VI. And be it enacted, That the Chairman and Members of the said Board for the time being shall be a body politic and corporate, by the name of "The Board of Works," and may by that name sue and be sued, and may have a common seal, and alter it at pleasure, and may hold real property, and shall generally have all the powers and capacities which bodies politic and corporate have by law.

Board of Works to be a body corporate, and to have the usual powers of corporate bodies.

VII. And be it enacted, That the office of the said Board shall be at such place as the Governor, Lieutenant-governor, or person administering the Government shall appoint for that purpose, and shall be the legal office of the Corporation; and the Board shall meet thereat, or at such other place as the Governor, Lieutenant-governor, or person administering the Government shall appoint, at such times as he may direct, and at any time to which it may have adjourned at any previous meeting.

Office and meeting of the Board where to be kept and held.

VIII. And be it enacted, That the Chairman for the time being shall be the legal organ of the Corporation, and all writings and documents signed by him and sealed with the seal of the Corporation, and no others, shall be held to be acts of the Corporation.

What shall be deemed acts of the Corporation.

IX. And be it enacted, That it shall be the duty of the said Board to examine and report upon all matters which may be referred to it by the Governor, Lieutenant-governor, or person administering the Government, connected with the objects for the promotion of which it is constituted, as aforesaid, and to obtain all such evidence and information, plans, estimates, drawings, or specifications, and to cause such surveys, visits and examinations to be made, and generally to do all such things as may be necessary to enable it to make such report in the manner best adapted to advance the public good: Provided always, That no expense shall be incurred or authorized by the Board with regard to any matter so referred, unless with the sanction and approval of the Governor, Lieutenant-governor or person administering the Government.

Duties of the Board.

Expenses not to be incurred by the Board without the approval of the Governor.

X. And be it enacted, That the said Board may suggest to the Governor, Lieutenant-governor, or person administering the Government of this province, any public works or improvements therein, which it may appear to the Board could be undertaken with advantage to the province; but shall incur no expense relative to the object of such suggestion, unless with the sanction and approval of the Governor, Lieutenant-governor, or person administering the Government as aforesaid.

Board may suggest improvements relative to public works; but shall incur no expense touching the same without the Governor's approval.

XI. And be it further enacted, That all applications for any grant of public money for any of the objects for the superintendence of which the said Board is constituted, as aforesaid, which the Governor, Lieutenant-governor or person administering the Government shall think may be undertaken with advantage to the public, or any matter connected with such object which he may himself suggest, shall be referred to the said Board, which shall report thereon in the manner and under the provisions aforesaid.

Matters which shall be referred to the Board.

Board may make regulations with regard to Public Works.

Proviso.

What public monies shall be expended under the control and superintendence of the Board.

Such monies not to be expended until after the Board shall have reported on the mode of expenditure, and this report shall be approved by the Governor.

No public work to be commenced, unless it can be completed for the sum appropriated for it.

The Board, with the approval of the Governor, may employ and pay Engineers, Surveyors, &c.

All public works not specially vested in other persons shall be vested in the Board.

The Board, or their Engineers, &c. may enter upon property for the purpose of taking measurements, &c.

Making compensation for any damage they may occasion.

Board to have power to take and hold real property for Public Works.

XII. And be it enacted, That the said Board shall in like manner report on any reference which may be made to it, with regard to the tolls and duties to be collected on or for the use of any public works; and may make such regulations for the use of any public work of any kind, vested in the Board, or under its control, as shall not be inconsistent with the law, or with the purposes of such work; but such regulations shall impose no fine, unless the power of imposing such fine shall be given to the Board by some law relating to such work.

XIII. And be it enacted, That no sum of public money, now appropriated or to be hereafter appropriated for any public work, of the nature of those for the superintendence of which the said Board is constituted, as aforesaid, and the expenditure of which is not by law directed to be made, under the control of, or by any certain person or persons, or officer, or body corporate, shall be expended, except under the control and superintendence of the said Board.

XIV. Provided always, and be it enacted, That no part of any sum so appropriated shall be expended or advanced until the said Board shall have reported to the Governor, Lieutenant-governor or person administering the Government, in detail, the mode in which it is proposed to expend the same, nor until such report shall have been approved by him; nor shall any contract be entered into by the said Board for the performance of any work, except good and sufficient security, to the satisfaction of the Board, and of the Governor, Lieutenant-governor or person administering the Government, be given for the performance of the contract, within a time to be specified in the contract.

XV. And be it enacted, That no contract shall be entered into, or any money expended on any work for which any public money shall have been or shall be appropriated, unless it shall appear that the work can be completed, according to the intention of the Legislature, for the sum appropriated for it; excepting always such preliminary expenses as shall be necessary to ascertain whether it can or cannot be so completed.

XVI. And be it enacted, That the said Board shall (with the approval of the Governor, Lieutenant-governor or person administering the Government, as aforesaid) employ for the accomplishment of the objects for which it is constituted, such and so many engineers, surveyors, architects, clerks, draughtsmen, superintendents and other persons as may be necessary, and allow and pay them a fair and adequate compensation, not exceeding the usual allowances, salary or pay allowed to such persons respectively by other persons.

XVII. And be it enacted, That all public works which are not or shall not hereafter be specially vested in other persons, bodies or officers, shall be and are hereby vested in the said Board of Works, and placed under its superintendence, management and control, excepting always, that the tolls, revenue or income derived from any public work shall be or continue to be received, and accounted for by the persons appointed or to be appointed for that purpose; but the amount of such tolls and the expenses of collecting them, and all such other information as the Board may require from time to time, shall be reported and furnished to it by such persons on the requisition of the Secretary or Chairman.

XVIII. And be it enacted, That it shall be lawful for the said Board of Works, their engineers, agents, servants and workmen, to enter into and upon any and all lands and grounds to whomsoever belonging, and to survey and take levels of the same or of any part thereof, for any or all of the purposes and objects for which the said Board is so constituted, as aforesaid, and in and for the execution of the said purposes, and for the attainment of the said objects or any of them, to set out and ascertain such parts of any such lands and grounds, as the said Board shall deem necessary or proper, making compensation for all damages which shall be sustained by the owner or occupier of such land or ground, such compensation being ascertained by arbitration in the manner hereinafter provided, in case the said Board and the party to whom compensation is to be made shall not agree as to the amount thereof.

XIX. And be it enacted, That the said Board shall have power to acquire and hold all such land and real property of any description as may be necessary or useful for the performance of any work directed or to be hereafter directed by the Legislature, and may for that purpose contract and agree with all persons, bodies corporate



corporate, guardians, tutors, curators and trustees, whatsoever, not only for and on behalf of themselves, their heirs, successors and assigns, but also for and on behalf of those whom they shall represent, whether infants, (*minor children*) absentees, lunatics, idiots, femmes covert or other persons otherwise incapable of contracting, who are or shall be possessed of or interested in such property; and all such contracts and agreements, and all conveyances or other instruments made in pursuance thereof, shall be valid and effectual in law to all intents and purposes whatsoever.

Certain parties otherwise unable to convey property may convey to the Board.

XX. And be it enacted, That whenever the owner, or person so representing as aforesaid the owner, of any such land or real property, shall refuse to agree for the sale and conveyance thereof, it shall be lawful for the said Board of Works to make a legal tender to him or her of the probable and reasonable value of such land or real property, with a notification that the said Board of Works will submit the settlement of the value thereof to arbitration; and upon such tender and notification having been so made, it shall be lawful for the said Board of Works to enter upon and take possession of the land and real property to which such tender shall relate: Provided always, That the said Board of Works shall, within three days after so taking possession, name an arbitrator, and the owner or person representing the owner of the land or real property so taken possession of shall, within three days from such nomination also name an arbitrator, and the two arbitrators so named shall, before proceeding, name a third arbitrator; and the said three arbitrators shall inquire of, and they or any two of them shall award and adjudge upon the value of such lands and real property, and shall signify their award and judgment to the parties interested, within a period not exceeding ten days next after the appointment of the said third arbitrator; and the said Board of Works shall, upon the signification of any such award and judgment, forthwith tender to the owner or person representing the owner of such land or real property, the sum so demanded and adjudged; and if the same exceed the sum originally tendered, the Board of Works shall pay the costs of arbitration, but if not, the costs shall be paid by the person so refusing the tender made by the said Board as aforesaid.

When the Board and the party interested cannot agree on the compensation for the property or damages, such compensation may be ascertained by arbitration.

But the Board may enter on such property after making a reasonable tender.

Mode of appointing arbitrators.

Award to be made within a certain time.

Board must tender the sum awarded.

Costs of arbitration.

XXI. And be it enacted, That any award made under this Act concerning land or real property situate in that part of this province formerly called Upper Canada, shall be subject to be set aside on application to the Court of Queen's Bench, in the same manner and on the same grounds, as in ordinary cases of submission to arbitration by the parties; in which case a reference may be again had to arbitrators as hereinbefore provided; and any award made under this Act, concerning land or real property situate in that part of the province formerly called Lower Canada, shall be liable to be set aside at the instance of any party interested by the judgment of any court of competent jurisdiction, in that part of the said province, if the court shall be of opinion that injustice has been done by the award to the party complaining, and the value to be paid by the Board for such land or real property shall in such case be finally determined by the judgment of such court: Provided always, That no such award shall be set aside in any case unless the application to the court shall be made within one year from the date of such award.

Awards made in Canada West, how liable to be set aside.

And if made in Canada East.

Limitation of time within which any award shall be liable to be set aside.

XXII. And be enacted, That if the said Board shall neglect in any way to comply with any of the requirements of this Act touching the appointment of an arbitrator, or if no award shall be made within the period hereinbefore prescribed for making the same, then the party to whom the compensation is due shall have an action against the Board for the amount of such compensation, which shall then be ascertained, as to law may appertain, saving the right of the Board to plead any tender made of the amount of such compensation: Provided always, That nothing herein contained shall prevent the parties from agreeing to the extension of the period for making any such award, and such period shall in any such case be extended accordingly for all the purposes of this Act.

Party interested to have an action for the compensation if the Board neglect to appoint an arbitrator or award be made within the time limited.

Proviso.

XXIII. And be it enacted, That the arbitrators so appointed as aforesaid shall have power to examine any person upon oath touching the value of the property, or the amount of any compensation which they shall be required to ascertain, and they or any one of them may administer such oath; and the said arbitrators shall themselves be sworn to the due performance of their duties before some Judge or Justice of the Peace, before they shall proceed to perform such duties.

Arbitrators may examine witnesses on oath, and must themselves be sworn.

Duties of the Secretary of Board.

Accounts.

Plans, etc.

Contractors.

Reports.

Correspondence.

Travelling.

General duties.

Proviso.  
Plans, Documents, Instruments, &c., relative to Public Works, to be delivered to the Board.

Board may require the attendance of persons whom it may be requisite to examine touching any Public Work.

Penalty on persons refusing so to attend.

Board may require accounts to be sworn to; any Member may administer the oath.  
False swearing to be perjury.

Warrants for money appropriated for Public Works under the Board not to issue except on certificate of the Chairman.

Certain sum may be advanced to the Secretary to meet the disbursements of the Board.

Accounts of monies expended under the Act, how to be rendered.

XXIV. And be it enacted, That it shall be the duty of the Secretary of the said Board (with such assistance as may be found necessary) to keep a separate account of the monies appropriated for and expended on each public work ; to have charge of and keep all plans, contracts, estimates and documents, models or other things relative to any such work ; to keep regular accounts with each contractor or other person employed by the Board ; to see that all contracts made with the Board are properly made and prepared ; to draw out all certificates upon which any warrant is to issue, as hereinafter mentioned ; to prepare all reports to be submitted to the Board for its adoption, and to receive and answer, according to the instructions he may receive from the Board, all letters to, or from members of the Board, or other persons, on the business thereof ; to notify the members of all meetings of the Board which may be called at any time, other than that to which the Board shall have adjourned at its then last meeting ; to keep minutes of its proceedings at all meetings ; and to proceed to any place at which any public work may be undertaken, if directed to do so by the Board ; to have the general superintendence of all other matters which he may be instructed to superintend by the Board ; and generally to do all ministerial acts connected with the business of the Board, which it may direct him to do, or which may devolve upon him, by a fair construction of the meaning and intent of this Act, in all cases not expressly provided for: Provided always, That it shall be lawful for the Governor, Lieutenant-Governor or person administering the Government to require any person or persons, whomsoever, having in their possession any instruments, plans, papers, books, drawings, models, estimates or documents relative to any public work, and belonging to the province, to deliver the same to the Chairman of the said Board, and also from time to time to place in his charge and keeping, for the uses of the Board, any instruments, books, drawings, models or documents relative to the objects for which the said Board is constituted, which may be the property of the province, and required for the better attainment of the objects of the Board.

XXV. And be it enacted, That the said Board shall have power to send for and examine on oath all such persons as it shall deem necessary to examine touching any matter referred to the Board, as aforesaid, and to cause such persons to bring with them such papers, documents and things, as it may be necessary to examine with reference to such matter ; and to pay such persons a reasonable compensation for their time and disbursements ; and such persons shall be bound to attend at the summons of the said Board, after due notice, under penalty of such damages as may be awarded in favor of the said Board, as the loss the public may have sustained by the non-attendance of such person, in an action to be brought by the Board in that behalf.

XXVI. And be it enacted, That the Board may require any account sent in by any contractor or any person in its employ to be attested on oath, which oath, as well as the oath to be taken by any witness, the Secretary or any member of the Board may administer ; and any false statement wilfully made under any such oath, or in any case where an oath is required or authorized by this Act, shall be perjury.

XXVII. And be it enacted, That no warrant shall be issued for any sum of the public money appropriated for any public work under the superintendence of the said Board, except on the certificate of the Chairman, sealed with the seal of the said Board, that such sum ought to be paid to the person or persons named in the certificate in whose favor a warrant may be issued accordingly.

XXVIII. Provided always, and be it enacted, That it shall be lawful for the Board from time to time to grant such certificates, in favour of their Secretary, for such sums as may be necessary to meet any disbursements allowed to him or the members of the Board when on duty, or which the Board may order to be made immediately by the Secretary, in any report approved by the Governor, Lieutenant-governor or person administering the Government ; but the sum which shall at any one time be in the hands of the said Secretary shall in no case exceed Five hundred pounds currency.

XXIX. And be it enacted, That the said Secretary shall make up detailed accounts of the expenditure of all monies advanced or paid under certificates of the said Board, showing the sum appropriated for each public work, the sum so paid or advanced, and the balance, if any, remaining unexpended, and in whose hands ; and each such account shall be accompanied by vouchers, corresponding with



with the numbering of the items of such account, and shall be made up to and closed on the first day of January and the first day of July in each year, and shall be attested before some Judge of the Court of King's Bench or of the Court of Queen's Bench, or before some Justice of the Peace, and shall be transmitted to the officer whose duty it shall be to receive it, within fifteen days after the said periods respectively.

XXX. And be it enacted, That it shall be the duty of the Chairman of the said Board of Works to transmit to the Executive Government of this province, to be laid before the other two branches of the Legislature, within fifteen days after the opening of the Session, a detailed statement of the several public works carried on under the direction of the Board, and of the progress made in the said works since the previous Session of the Legislature, and of the amount of monies so far expended upon them, respectively, together with all such further information as the said Chairman may deem proper to be submitted for the information of the Provincial Parliament.

Chairman to report annually upon the state of the Public Works, for the information of the Legislature.

XXXI. And be it enacted, That nothing in this Act contained shall be taken or construed to authorize the expenditure of any greater or further sum of money in the payment of the yearly salary of the Chairman and Secretary, or in the payment of their travelling expenses, or in the payment of the actual disbursements and travelling expenses of the other members of the Board, than is at present provided for by an Act of the Imperial Parliament of Great Britain and Ireland passed in the third and fourth years of the reign of our Sovereign Lady Queen Victoria, intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada."

Salaries of Chairman and Secretary, &c., and other expenses, not to exceed the appropriation under Imp. Act 3 & 4 Vict.

XXXII. And be it enacted, That any Member of the Legislative Assembly of this province accepting the office of Chairman or of Secretary of the said Board of Works, shall thereby vacate his seat as such Member, and shall be incapable of sitting or voting in the said Legislative Assembly, unless elected to the said Assembly subsequent to his acceptance of any such office as aforesaid.

Any Member of the Assembly becoming Chairman or Secretary to vacate his seat, but may be re-elected.

XXXIII. And be it enacted, That the due application of all monies expended by, for or under the superintendence of the said Board, shall be accounted for to Her Majesty, Her heirs and successors, through the Lords Commissioners of the Treasury, in such manner and form as Her Majesty, Her heirs and successors shall direct.

Due application of all such monies to be accounted for to Her Majesty.

XXXIV. And be it enacted, That this Act shall be deemed and taken to be a public Act, and as such shall be judicially taken notice of by all Judges and other persons and in all Courts without being specially pleaded.

This Act to be deemed a Public Act.

(No. 103.)

6 VICT., CAP. VIII.

AN ACT to authorize the raising by way of LOAN in *England*, the sum of One million five hundred thousand pounds sterling, for the construction and completion of certain Public Works in *Canada*.—(12 October 1842.)

WHEREAS by a certain Act, passed in the last Session of the Provincial Parliament of Canada, intituled, "An Act to appropriate certain Sums of Money for Public Improvements in this Province, and for other purposes therein mentioned," there was granted to Her Majesty, Her heirs and successors, the sum of One million six hundred and fifty-nine thousand six hundred and eighty-two pounds sterling, to be expended and applied under the charge and superintendence of the Board of Works of this Province, for the erection and completion of certain Public Works in the said Act specified, and which said sum of money was to be raised by way of loan in manner provided by the said Act: And whereas in and by an Act of the Imperial Parliament of Great Britain and Ireland, passed in the last Session of the said Parliament, intituled, "An Act for guaranteeing the payment of the Interest on a Loan of One million five hundred thousand pounds, to be raised by the Province of Canada," after reciting that Her Majesty was graciously pleased to signify to the Legislative Counsel and Legislative Assembly of the Province of

Preamble: Act 4 & 5 Vict., c. 28, cited.

Imperial Act cited.

Canada, by a message sent to the said Council and Assembly by the Governor-general of the said Province, acting for and in the name of Her Majesty, that Her Majesty was ready to propose to Parliament, to guarantee a loan which might be required for public works in the said Province, under certain restrictions therein referred to, for the repayment of such part of the debt of the said Province as might be then redeemable or might be held by creditors who should declare themselves willing to accept reasonable terms; it is enacted, That it shall and may be lawful for Her Majesty, Her heirs and successors, to guarantee the payment of the dividends and interest, not exceeding the yearly rate of four pounds in the hundred, on any principal sum or sums of money, not exceeding the sum of One million five hundred thousand pounds in the whole, which shall be raised for all or any of the purposes aforesaid, by loan, debenture or otherwise, and which said dividends and interest so guaranteed, are charged and provided for in manner specified in the said Act: And whereas for carrying into effect the said above-mentioned Act of the Parliament of this Province, and in order that this Province may be most fully benefited by Her Majesty's gracious intentions, and by the guarantee provided by the said above-mentioned Act of the Imperial Parliament, it is considered expedient that the guarantee aforesaid shall be made, so far as it will go, applicable to the loan to be raised and the money granted to Her Majesty in and by the said first mentioned Act; Be it therefore enacted by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, That to the amount of the said sum of One million five hundred thousand pounds, the dividends and interest upon which are guaranteed as aforesaid, the said sum so granted to Her Majesty by the said Act of the Parliament of this Province, for the erection and completion of the public works in the said Act specified and mentioned, shall be raised and borrowed upon the said guarantee, and shall be expended in the construction and completion of the said public works, according to law.

£1,500,000 of the money appropriated by 4 & 5 Vict., c. 28, shall be raised under the guarantee in the said Imperial Act mentioned, and applied for the works mentioned in 4 & 5 Vict., c. 28.

Manner in which the said sum may be raised.

II. And be it Enacted, That, notwithstanding any thing contained in the said Act of the Parliament of this Province, the said sum of One million five hundred thousand pounds, shall be raised and borrowed, with the guarantee aforesaid, by any person or persons appointed in that behalf by Her Majesty, Her heirs and successors, or by the Governor of this Province, by loan, debentures or otherwise, and the principal sum so raised, the dividend and interest thereupon, and a sinking fund for the payment of the said principal sum, not exceeding five pounds per cent. per annum, on the said principal sum, shall be, and the same is hereby charged on the Consolidated Revenue Fund of this Province, next after the charges now made thereon by law.

The principal, interest, and a sum to form a sinking fund, charged on the revenue of this Province.

Sum raised to be paid the Receiver-general.

III. And be it Enacted, That the principal sum so to be raised and borrowed, shall be received from time to time, as the same shall be raised by the Receiver-general of this Province, who shall upon the warrants of the Governor of this Province, pay the dividends and interest thereupon, as the same shall become due, together with the sums accruing to the said sinking fund; and the said sinking fund shall be paid and managed for the redemption and payment of the said principal sum, in such manner as shall be agreed upon and negotiated when the said principal sum shall be raised, or if there shall be no agreement in that behalf, then in such manner as the Governor of this Province, by and with the advice of the Executive Council thereof, shall from time to time direct and appoint.

Interest, how paid.

Sinking fund, how managed.

Punishment of persons forging debentures, &c. &c.

IV. And be it Enacted, That if any person or persons shall forge or counterfeit any debenture or other security issued under the authority of this Act, or any stamp, indorsement, or writing thereon or therein, or shall demand to have such counterfeit debenture or other security, or any debenture or other security with such counterfeited writing or other indorsement thereon or therein, to be exchanged for money by any person or persons who shall be obliged or required to exchange the same, or by any other person or persons whomsoever, knowing the debenture or other security so tendered, or the indorsement or writing thereon or therein, to be so forged or counterfeited, with intent to defraud Her Majesty,



Majesty, Her heirs or successors, or the person appointed to pay off the same, or any of them, or any other person or persons, body or bodies, politic or corporate, then every person so offending, being thereof lawfully convicted, shall be adjudged guilty of felony, and shall suffer such punishment as shall be adjudged in that behalf, not exceeding imprisonment at hard labour for life in the provincial penitentiary.

V. And be it Enacted, That the Receiver-general of this Province for the time being, shall, before each Session of the Parliament of this Province, transmit to the Governor of this Province, a correct and detailed statement and account of the sums raised under the authority of this Act, and of the debentures or other securities which shall have been issued, and of the dividends and interest paid thereon, and of the sinking fund, and of the redemption of the whole or any part of the said principal sum, by means of the said sinking fund or otherwise, and of the expenses attending the negotiation, management, payment, and redemption of the said loan.

Accounts to be laid before the Governor by the Receiver-general of things done under this Act.

VI. And be it Enacted, That the due application of the monies so to be raised shall be accounted for to Her Majesty, Her heirs and successors, through the Lords Commissioners of Her Majesty's Treasury, in such manner and form as Her Majesty, Her heirs and successors shall be graciously pleased to direct.

Due application of monies to be accounted for.

VII. And be it Enacted, That the words "Governor of this Province," wherever the same occur in this Act, shall be construed to mean the Governor, Lieutenant-governor, or person administering the government of this Province.

Word "Governor" interpreted.

## CORRESPONDENCE.

### —No. 1.—

(No. 131.)

COPY of a DESPATCH from Lieutenant-Governor Sir *G. Arthur*, to the Marquis of *Normanby*.

My Lord,

Government House, Toronto, 8 June 1839.

WITH reference to the Bills transmitted to your Lordship with my despatch, No. 108, of the 14th of May, particularized in the accompanying Schedule marked (A.), having for their object the raising money to carry on this government, and to continue and perfect some of the public works undertaken in the Province, I have now the honour to submit the following remarks.

No. 1.  
Sir Geo. Arthur to the Marquis of Normanby,  
8 June 1839.

2. In my despatch of the 20th November last (No. 91), I stated to Lord Glenelg the probability of the arrival of very serious financial difficulties: I mentioned the causes of expenditure generally, as well as the occurrences which occasioned a sudden check to the public credit, and which threatened to cause the most serious evils, unless some means could be devised to place the financial concerns of this Province upon a satisfactory and permanent footing.

For Sir G. Arthur's Despatch, 20 November 1838, No. 91, vide Papers ordered by The House of Commons to be printed, 12 July 1839, No. 347.

3. I have since met the Provincial Parliament, and your Lordship is in possession of the speech with which I opened the session.

4. It was not in the power of the House of Assembly to do more than adopt temporary measures, and those which passed that body, whatever may be their merits, seemed to me so pregnant with evil, should the expectations of the Assembly on which they were founded be disappointed, that I have felt it my duty to contend with present inconvenience, and to lay the whole financial question before Her Majesty's Government; and in the mean time to reserve the Bills for the signification of Her Majesty's pleasure thereon.

5. The public debt of this Province, which your Lordship will find stated in Table (B.), and which involves an expenditure in interest nearly equal to the whole revenues of the colony, has been occasioned, as your Lordship will find noticed in the Earl of Durham's Report, principally by attempts to connect the magnificent inland waters of the Province with the sea, by means of canals, which, if completed, would open a line of inland navigation scarcely equalled in the world. These canals were supposed not only to promise immense advantages to

the trade and agriculture of the province, but to offer a prospect of great accession to the public finances.

6. The expectation of a rapid realization of these advantages, will at once explain to your Lordship the reason why the prudent course of making a provision for the interest of borrowed money from funds immediately available, was not adopted at each successive advance into debt. The prospects, it must be acknowledged, were sufficiently alluring; but nothing could be more plain, than that a postponement of the completion of the public works, a disappointment as to their profitable results, or a suspension of public credit, must leave the financial concerns of the province exposed to embarrassments of the most serious nature; in short, that the Government must want pecuniary means for its support, or that the public creditor must forego the interest which ought to arise from his investment.

7. These causes have unfortunately co-operated to produce the present difficulties. The distrust of British capitalists in American securities generally affected the provincial credit. This prevented the acquirement of a sufficient sum to complete the public works, and, of necessity, prevented their becoming profitable. The evil has been aggravated by the internal and frontier troubles of the Provinces; and the canals having been commenced on a scale calculated upon the wants and interests of a rapidly increasing population, and for an improving commerce, an immediate adequate return could scarcely be expected on those parts of the line of communication actually brought into operation, under circumstances of a complete cessation of immigration, and a great commercial depression.

8. The Welland Canal, which overcomes the difference of elevation between Lakes Ontario and Erie, was commenced by a private company with very inadequate means. It was originally intended for the navigation of ordinary canal boats, but the dimensions of the canal were afterwards increased, so as to allow of the passage of the schooners which compose the British and American sailing marine of the lakes. This increase of dimensions in the Welland, was expected to become profitable by means of the American western trade on the lakes, even then important, but which has since increased enormously. The passage of schooners through the Welland, enables vessels conveying freight from and towards the New York market to substitute, without breaking bulk, above 120 miles of open lake navigation for the expensive and tedious navigation of the Erie canal; of which, in effect, Oswego, on Lake Ontario, is thus to a certain degree made the western debouchure, instead of Buffalo, on Lake Erie.

9. The Welland Canal has been so far completed as to be now actually in operation, as it has been for several years. But, partly from want of judgment, and partly from want of funds, the locks have been constructed of timber, and the work requires a yearly expenditure in repairs more than equal to the whole receipts for tolls.

10. The private stockholders of the Welland Canal Company have expended on the work, 117,000*l.*, the British Government, 73,000*l.*, and Lower Canada, 25,000 *l.* Besides these sums, 275,000*l.* have been expended on the work, which belong to the public debt of this Province, making a total of 490,000*l.*

11. By order of the Assembly, an estimate has been made of the sum which would be required to reconstruct the locks of stone, and render the work permanent; the amount is estimated at 300,000 *l.*, which, from the reputation of the engineers, and the knowledge which has now been acquired of all the difficulties and expenses of the undertaking, I believe to be as nearly correct as such calculations can ever be expected to be.

12. The present expense of repairs on the canal amounts, on an average, to 16,000 *l.* per annum, the expense of management to 3,000 *l.* = 19,000 *l.* But, if the projected improvement takes place, the whole expense of management and repairs would not be over 5,000 *l.* per annum, which difference of yearly expenditure would argue in favour of the new expenditure, even if the necessity of it were not apparent from the danger and inconvenience of continually patching and preserving a decaying work of the dimensions and importance of this canal.

13. The tolls received upon the Welland have been steadily on the increase; for the year 1838 the tolls and rents of water-works amounted to 11,000 *l.*; and  
since



since the opening of the navigation this year, the increase has been altogether unprecedented ; and it is considered that 25,000 *l.* per annum would be realized were the work made permanent, and that this would be an increasing income.

14. Apart from calculations of profit, it is proper to consider the Welland Canal as it affects the safety of the western portions of the Province, in case it should require an armed defence, or the effect which the defensibility of the south-western frontier may have in the preservation of peaceable relations with the neighbouring country. For these purposes I conceive the Welland Canal to be absolutely indispensable ; and it may be a question worthy of serious consideration, whether it would not be for the interest of the Imperial Government to take the whole work into its own hands and management, in which case it would be necessary to redeem so much of the provincial debt as is involved in the undertaking, and to purchase the investments of the private stockholder.

15. This measure would ensure the completion of the canal, and relieve the Province from a considerable portion of its present debt, and from the necessity of incurring a considerable amount in addition ; but should it not be thought fit to make the Welland Canal a national work, another plan of relief may be adopted by the advance of a sufficient sum to complete the canal, and buy out the shares of the private stockholders.

16. I should mention here, that since the commencement of the Welland Canal, steam-boats have, to a great extent, but without displacing the sailing vessels, been employed on the lakes. The number engaged in the American trade, centring at present in Buffalo, is very great ; and if the canal were increased in its dimensions so as to permit the passage of these vessels into Lake Ontario, it is believed that the utility and prospect of profit of the work would be materially advanced, as well as its capability of adding to the defence of the Province. But this would cause a further outlay of 250,000 *l.*, and, after the best consideration I can give the subject, I am not disposed to recommend the measure.

17. The Rideau Canal is a great military work, connecting Lake Ontario with the waters of the Ottawa. It was constructed at an expense to the British Government of upwards of a million sterling, and its projection was, I am informed, partly occasioned by the cession to the United States of Barnhart's Island in the Saint Lawrence, which left the navigable channel of that river within American territory.

18. This canal is a noble work ; it is made of a size to admit the navigation of steam-boats of a small class ; its utility is, however, contracted for want of suitable connecting links of canal below its debouchure at Bytown, and between that place and the mouth of the Ottawa.

19. The Grenville Canal, constructed by the British Government, and navigable only for small boats, occupies one of the parts of this line of navigation ; and a private company own one lock at the rapids of St. Anne, so that the Rideau line of navigation is imperfect in a most material part. The enlargement of the Grenville Canal, and the improvement of the navigation at St. Anne's, ought most unquestionably to be completed to the same size as the Rideau, or that great work cannot become available to its full extent for military or mercantile purposes.

20. Were this part of the Ottawa navigation, which is required as adjunct to the Rideau, completed, the steam-boats, which could then ascend the Ottawa from Lachine, and proceed by means of the Rideau to Lake Ontario, could descend the Saint Lawrence, and thus perform a circuit of navigation assisted by the stream of this great river ; this would no doubt increase the utility of the Rideau navigation immensely, and be sufficient for all the trade of the colony for many years to come.

21. The Saint Lawrence Canal, on which so great a proportion of the sum of which the public debt consists has been expended, was intended as a part of a chain of inland navigation, projected on a scale sufficient to admit the passage of large steam-boats and sea-going vessels of a limited draft of water ; a portion of the work is nearly completed, but it cannot be available without the addition of very expensive works on the Saint Lawrence, both in Lower and Upper Canada.

22. It is maintained, and perhaps upon good grounds, by the friends of this undertaking, that it would tend to divert a considerable portion of the import trade to the Western States, which now passes through New York to Montreal and Quebec, and that many of the exports of these states would find egress by the same channel. It is also expected that a profitable trade might be opened on the Canadian lakes, in the way of building sea-going vessels, which, being loaded with staves or other produce of Western Canada, might proceed by way of the canal to Quebec, and thence to the West Indies or to Europe; and it is further relied upon, that if this navigation were available, British goods would be extensively supplied to all the American towns and villages bordering on the Saint Lawrence, the Lakes and the "far west." These projects, and others, may be quite reasonable, and their success would unquestionably add greatly to the commercial prosperity of both Provinces; but it strikes me that the undertaking was imprudent in the state of our finances, and the prospect of return too remote to be ventured upon, without at least a sure provision for the payment of interest on the debt incurred in the construction of the canals, until the profitable part of the scheme should be realized. Moreover, this work is much exposed, and in the event of war can scarcely be available for military purposes, and therefore cannot supersede the necessity of the parallel line of navigation on the Rideau. Nevertheless, it cannot be questioned but that it is a noble undertaking, and ought to be completed.

23. I transmit to your Lordship herewith the reports \* of the finance committee of the Assembly, by which your Lordship will see the opinions of that body respecting the prospects of return from the public undertakings.

24. I acknowledge that my opinions regarding the perfect safety of the public creditor does not so much rest upon the expected return for investments in the canals, as upon the fact that, as compared with other countries, these colonies are almost untaxed, and that the whole revenue, if increased, is applicable for purposes of improvement.

25. The only means which the law leaves open to the local legislature of meeting the yearly expenditure, arise from internal excise and direct taxation.

26. The duties on imports are levied partly by Imperial and partly by Provincial Statutes; and the amount of these duties is at present so small, that I am satisfied a great part of the existing deficiency might be made up by a judicious increase on the duties levied at the port of Quebec. The whole share coming to this Province amounts, at present, to about 45,000 £. per annum; and if this sum were even doubled, the burden upon trade would be still inconsiderable as compared with that borne by the American States, and the interest on the whole debt of the Province, arising from loans for general public purposes, could at once be placed upon, and perfectly secured by those duties.

27. Their increase and appropriation for this purpose would immediately form a basis upon which the credit system of the Province could rest without any fear of the recurrence of financial embarrassments; and the addition I have proposed would allow of an augmentation to the debt sufficient to complete the Welland Canal and other essential works, and would, it seems to me, offer an opportunity for consolidation of the debt on such terms as would occasion a considerable reduction of the amount of interest.

28. This would be very materially facilitated by the guarantee of a new loan on the part of Her Majesty's Government; and this loan being secured, as I have stated, on a revenue received at the seaport by officers of the Government, would offer the best counter-security for the guarantee, with the easiest and most certain way of collecting the revenue.

29. Supposing the assent of Her Majesty's Government to be given, the remaining difficulty in the way has hitherto been the want of a port of entry and clearance for Upper Canada, and to overcome which the annexation of Montreal has been warmly advocated; but if there are insuperable objections to that measure (and I

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\* These reports have not been received.



am sure I have daily experience that Upper Canada is large enough already to govern with promptitude and energy), I cannot help thinking that other schemes might be devised whereby the commercial revenue might be regulated, without involving the concerns of the Lower Province.

30. The main part of the debt being thus arranged, the expenses of the administration of Government, and the part of the loan which consists of advances for public works of local interest, would remain to be provided for from internal resources. This portion of the loan secured by the liability of the companies and their joint property, and by the liability of the districts to local assessments, so that I do not anticipate any public burden from this source.

31. The interest upon the general public debt being provided for, as I have proposed, by the duties on imports from the sea, would leave the revenues arising from tolls upon the great public works available for the purposes of the Government; and, although they may not furnish an amount in money equal to the expenditure in the way of interest occasioned by them, they would form very material additions to the internal revenue,—that interest being provided for elsewhere.

32. I am aware that my plan of charging the interest upon the public debt, against the revenues arising from taxation, does not precisely meet the views of the finance committee of the Assembly, as your Lordship will perceive by their Reports. They still adhere to the opinion that the public works, if completed, would pay for themselves; this proposition I do not pretend to controvert, and if they be right, so much the better; my objection to it arises from the fact that it involves the principle of paying interest out of the capital sum borrowed, in the anticipation of future revenue; and I apprehend that those who would have to advance the money would have serious objections to the plan.

33. It also involves the opportunity, resting in the Colonial Legislature, of increasing the public debt indefinitely, and by this means jeopardizing the interests of the public creditor, whose great security ought to be that the funds upon which he rests should not be alienated or diverted until his debt is discharged.

34. The system of borrowing money in this manner has been deprecated by Messrs. Baring, Brothers, & Co., the principal negociators of Upper Canada debentures in London. They properly claim to be made acquainted with all new loans, and to have an opportunity of passing their judgment upon the means proposed of meeting the interest.

35. I am not aware of any other manner of producing this result satisfactorily, and of offering tangible security to the old and new public creditor, than that of limiting the loans to be negociated to the power of the Province to meet the yearly interest from funds capable of being immediately realized.

36. If Her Majesty's Government should assist the province by a guarantee, or by a representation from authority, that this prudent system should for the future be pursued, it would have the best reasons for insisting upon its plan being consistently followed in the colony; and, it seems to me, that the honour of the empire, and the peace and prosperity of the Province, are so intimately connected with the observance of faith to the public creditor, that those points cannot with prudence be left to the discretion of the borrowing colony; which, impelled by the best motives of public good, and with the purpose of hastening the arrival of a period of great public prosperity, may, unconsciously, overlook the financial difficulties which a failure or postponement of the result of their sanguine expectations must inevitably produce.

37. It is painful to me to be obliged to represent to Her Majesty's Government the necessity of some interference to relieve the colony from its difficulties. I should not do so were there any means of procuring relief from internal operations, or were the evils to arise from the present state of affairs less serious, or inevitable.

38. The greatest mischief and inconvenience is now felt in the Province from the want of means to continue and perfect the internal communications of which the  
benefits

benefits are commencing to be sensibly felt. The people naturally look to the Government to devise ways and means for their local works; and individuals cannot readily see the general difficulties which interfere with particular and local interests. They chafe and fret when they find impediments in their way, and their discontents find an easy solution in resting the blame upon the Government. Laws are in existence authorizing the raising of money for making macadamized roads, and they are apt to think that the Government is in fault, because the money is not forthcoming. Comparisons are made with the States of America, where gigantic and expensive undertakings are carried through successfully by means of British capital; and a spirit of dissatisfaction arises, which must be put an end to before public affairs can be managed with popular approbation, or with satisfaction to Her Majesty's Government.

39. In the Report of the Finance Committee the following passage occurs:—

“It may be well to examine the description and extent of the security they (the States of America) offer to British capitalists, and then compare it with the description and extent of the security the Canadas can offer for similar investments.

“The old States, New York, Pennsylvania, &c. rely upon an internal revenue collected within the State to pay the interest on the capital borrowed during the construction of their various improvements, and after these works are in operation, in the progressive increase of tolls.

“The states of Indiana, Illinois, and those recently forced into existence rely on the sale of lands ceded by the general government to pay the interest during the construction; when those lands are sold they have the canals and improvements in their place.”

40. These are the principles which I wish to adopt, although the committee do not draw precisely the same conclusion. The land-granting system pursued in this province for so many years, and the number of outstanding claims for which the faith of Government is pledged, will, I fear, place this Province in the condition of one of the old States; and it appears to me the conclusion is inevitable, that, the means of paying interest pending the unproductiveness of the public works, must be derived from the same source as in the old States, namely, taxation.

41. A law was passed during the session of the Provincial Parliament before the last, authorizing the negotiation of a loan of 1,000,000*l.* for the purpose of consolidating the public debt; the new debentures to bear three per cent. interest. If this loan should, by the assistance of Her Majesty's Government, be negotiated on favourable terms, the credit of the Province would immediately rise; the outstanding debt could be redeemed as it falls due, or at the will of the public creditor; and the negotiation of the required sum placed on the most favourable footing.

42. I have not alluded in this despatch to the effect which the proposed union of the Provinces will have upon the finances of this portion of Canada; partly because I have no right to assume that such a measure will be carried into effect, and partly because the Lower Province will have full power in the Legislature to keep their own share of revenue; and there is a fearful arrearage of public outlay to be made up in that colony which will require all their resources before the country can be placed on an equality with the neighbouring States, or, even with this Province.

43. I subjoin some tabular statements, (A.), (B.), (C.), (D.) and (E.), which will the better enable your Lordship to understand some of the details of the subject on which I have written, and it remains for me briefly to state my reasons for reserving the bills transmitted for the signification of Her Majesty's pleasure thereon.

No. 1.

44. I have reserved the Bill authorizing the issue of bills of credit, because, unless some measures be adopted to restore the public credit, these bills would remain unpaid at the end of the year without any means of redeeming them. They must then become depreciated, and I need not explain to your Lordship the ruinous consequences of such an event upon the public prosperity and tranquillity of the  
the



## PUBLIC WORKS (CANADA).

19

the colony; were this measure ceded, the prospect of a return to cash payments would be at least more remote.

45. I have reserved the Bill authorizing the sale of debentures for certain purposes at the market price, because I think the propriety of the measure depends altogether upon the establishment of a system of credit for the colony on a sound and simple basis; and, although the delay is productive of much inconvenience, I am of opinion that this evil will be more than compensated by the adoption of a good system, and by the negotiation of these debentures in consonance with it.

No. 2.

46. I have reserved the Bill for the payment of claims arising out of the late troubles, because, as from the preamble it is expected that the charge will be ultimately borne by Her Majesty's Government, I think it would be improper in me to have assented to it under an implied pledge which I had no authority to give.

No. 3.

47. I have reserved the Bill for purchasing the interest of the private stockholders in the Welland, because, until I shall have seen the means of finishing the work made available, I do not think it just to the public creditor to add to the provincial debt for this purpose.

No. 4.

48. The Bill to equalize the value of gold and silver coins, from its nature, was necessarily reserved. It is intended by this measure to equalize the currency of the Province with that of the United States, and to enable the banks to use money on the same terms as in that country. Most serious inconveniences are felt from the want of such a measure; and until a provincial coinage shall be established, I believe it to be necessary to prevent the continual drain which the present inequality of value causes upon the specie in the Province, and to make foreign coins available for commercial purposes.

49. My principal object in this despatch is to put your Lordship in possession of information to show that the resources of this colony are much more than equal, if properly tried, to the public exigencies, and that the time for trying them is come. My plan may be faulty or imperfect, but if so, some other ought to be adopted; the resources of a rising and rapidly increasing community are in existence; how they are to be made available is one question, but their being capable of becoming so is another. The latter point is the one in which I feel the deepest interest.

50. In conclusion, I beg to refer your Lordship to the Earl of Durham's despatch, (No. 25) of the 16th of July 1838, in which, with reference to the public works of this Province, his Lordship strongly urges them upon the attention of Her Majesty's Government, "both as a means of restoring tranquillity to the Canadas, and of blessing the North American Provinces with a degree of prosperity which has never yet been afforded them;" and his Lordship then proceeds to ask "a grant of money to be issued on the same principles and securities as those which regulate the assistance given to harbours, railroads, canals, and other public works in England."

For Lord Durham's Despatch, 26 July 1838, No. 25, *vide* Correspondence relative to British North America; ordered to be printed February 1839, page 141.

In this recommendation I most cordially concur. As the whole debt was incurred before my succeeding to this government, I am in no measure personally responsible for the consequences; but it would gratify me beyond all expression, successfully to plead the cause of a fine race, who have been plunged into the deepest political and financial distress by a course of events most awfully calamitous.

I have, &c.

(signed) *Geo. Arthur.*

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Enclosure 1, in No. 1.

(A.)

1. "An Act to regulate the value at which gold and silver coins shall pass current within this Province." Encl. 1, in No. 1.

2. "An Act to afford further facilities to negotiate debentures for the completion of certain works."

595.

3. "An

## PAPERS RELATING TO

3. " An Act to authorize the issue of bills of credit."
4. " An Act to ascertain and provide for the payment of all just claims, arising from the late rebellion and invasions of this Province."
5. " An Act to authorize the purchase of the private stock in the Welland Canal on the part of the Province, and for other purposes therein mentioned."

(B.)

	£.	s.	d.
Whole present debt of the Province - - - - -	1,162,187	-	-
Interest thereupon, with expenses of remittance - - - - -	65,000	-	-

(C.)

Proportion of this debt incurred for general public purposes, about	-	900,000	-	-
Sum required to finish the Welland Canal permanently	- - - - - £. 300,000	-	-	
Sum required to purchase the private stock in the Welland Canal	- - - - -	117,000	-	-
For other public expenditures	- - - - -	83,000	-	-
		<hr/>	500,000	- -
		£.	1,400,000	- -
		<hr/>		
Interest at five per cent.	- - - - -	70,000	-	-
Present revenue at Quebec	- - - - -	45,000	-	-
		<hr/>		
New revenue required	- - - - -	£.	25,000	- -

(D.)

Debt incurred in assistance of local undertakings	-	-	-	£.	270,000	-	-
Interest thereon	-	-	-	-	13,500	-	-
Permanent expenses of the government, including the administration of justice and Parliamentary appropriations for schools, penitentiary, light-houses, &c.	-	-	-	-	55,000	-	-
Permanent Expenditure	-	-	-	£.	68,500	-	-

### Resources:

Interest on advances secured by local works used by district assessments	-	-	-	£. 13,500	-	-
Tolls on the Welland Canal when completed, exclusive of 5,000 <i>l.</i> for management and repairs	-	-	-	20,000	-	-
From other works	-	-	-	2,000	-	-
Duties on imports from the United States	-	-	-	13,000	-	-
Internal duties	-	-	-	8,000	-	-
				56,500	-	-
New taxation required	-	-	-	12,000	-	-
					68,500	-

(E.)

Interest on present debt	-	-	-	-	-	-	-	-	-	-	-	65,000	-	-	
Permanent expenses of government	-	-	-	-	-	-	-	-	-	-	-	55,000	-	-	
												120,000	-	-	
Revenues	-	-	-	-	-	-	-	-	-	-	-	78,000	-	-	
												£.	42,000	-	-

Showing a permanent deficiency of 42,000 L., awaiting the productiveness of public works or the increase of revenue from gradual improvement of resources.

The extraordinary expenses, amounting to about 15,000*l.*, arising from the late troubles, are excluded from this statement.



PUBLIC WORKS (CANADA).

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STATEMENT (E.)

UPPER CANADA.

STATEMENT of the Annual Amount of Rents paid to the Receiver-general, on account of Rents of Leased CLERGY RESERVES, from the 1st January 1834 to 31st December 1838, inclusive.

PERIOD.			CURRENCY.			STERLING.		
			£.	s.	d.	£.	s.	d.
From 1st January } To 31st December }	1834 {		3,124	9	4½			
			970	12	1			
			4,095	1	5½	3,685	11	4
From 1st January } To 31st December }	1835 {		1,411	17	2			
			2,812	11	2½			
			4,224	8	4½	3,801	19	6½
From 1st January } To 31st December }	1836 {		1,325	19	11			
			1,053	3	6½			
			2,379	3	5½	2,141	5	1½
From 1st January } To 31st December }	1837 {		1,188	13	9½			
			810	-	-			
			1,998	13	9½	1,798	16	5
From 1st January } To 31st December }	1838 {		427	7	11			
			651	8	5			
			1,078	16	4	970	18	8½
			£.	13,776	3 5	12,398	11	1½

Enclosure 2, in No. 1.

(No. 1152.)

AN ACT to authorize the Purchase of the Private Stock in the WELLAND CANAL on the part of this Province, and for other purposes therein mentioned. Encl. 2, in No. 1.

This Bill reserved for the signification of Her Majesty's pleasure thereon, on Saturday the 11th day of May 1839.

R. A. Tucker, Provincial Secretary.

WHEREAS it is desirable to place under the exclusive control of the government of this Province the Welland Canal, and for that purpose to provide for the purchase from the private stockholders in that work the stock by them held, and which amounts to the sum of 117,800*l.*, be it therefore enacted by The Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Assembly of the Province of Upper Canada constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of Great Britain, intituled, "An Act to repeal certain parts of an Act passed in the 14th year of his Majesty's reign, intituled, 'An Act for making more effectual provision for the government of the Province of Quebec, in North America, and to make further provision for the Government of the said Province,'" and by the authority of the same, That from and after the passing of this Act, it shall and may be lawful for Her Majesty's Receiver-general, upon an order to that effect from the Lieutenant-governor of this Province, to issue such number of debentures as may be required to the several stockholders in the Welland Canal, for a sum equal to the amount of the stock held by him or them, which debentures shall be made redeemable in 20 years from their date, and shall bear an interest of two per cent. per annum on the amount for which they may be issued for the first two years, three per cent. for the third year, four per cent. for the fourth year, five per cent. for the fifth year, and six per cent. for the sixth and following years, and which interest, as well as the principal sum, shall be chargeable upon, and payable out of the public revenues of this Province.

2. And be it further enacted by the authority aforesaid, That whenever the tolls collected on the said canal shall annually amount to the sum of 30,000 *l.*, it shall be lawful for the Lieutenant-governor to authorize and direct the Receiver-general of the Province to issue other debentures to the original stockholders, or their legal representatives, for such sum as will

make

make up six per cent. interest upon the amount of stock by him subscribed and paid for, from the time the same shall have been actually paid in, up to the time of the issuing of the debentures in the first clause of this Act mentioned, which debentures shall be made payable in 20 years from the date thereof, and bear interest at the rate of six per cent., payable half-yearly out of the public revenues of the Province.

3. Provided always, and be it further enacted, by the authority aforesaid, That nothing herein contained shall be construed to compel any stockholder to accept debentures for the stock by him held as aforesaid, or, in case of refusal to take the same, to deprive him from being paid from the tolls and revenues of the said canal, according to the laws now existing having relation to the said canal.

4. And be it further enacted, by the authority aforesaid, That so soon as the stockholders owning two-thirds of the stock in the said canal shall have signified their acceptance of debentures in lieu of stock, as hereinbefore provided, so much of the eighth clause of an Act passed in the seventh year of the reign of his late Majesty King William the Fourth, intituled, "An Act for the permanent completion of the Welland Canal, and for other purposes therein mentioned," as authorizes the annual election of two directors by the private stockholders of the said Welland Canal Company, and as requires the election or appointment of more than three directors for the management of the stock, property, affairs and concerns of the said Welland Canal Company, be, and the same is hereby repealed, and that a majority of the three directors shall be a quorum for the transaction of business: Provided always, that the Lieutenant-governor shall have power and authority to appoint such directors, or any of them, annually at his discretion.

Commons House of Assembly, 6th day of May 1839.

*Allen N. Macnab*, Speaker.

Legislative Council Chamber, 9th day of May 1839.

*Jonas Jones*, Speaker.

I reserve this Bill for the signification of Her Majesty's pleasure thereon.

*George Arthur*, Lieutenant-governor.

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— No. 2. —

(No. 67.)

COPY of a DESPATCH from the Right honourable *C. Poulett Thomson* to  
Lord *John Russell*.

No. 2.

Despatch from the  
Right hon. C.  
Poulett Thomson  
to Lord John  
Russell,  
11 March 1840

My Lord,

Government-house, Montreal, 11 March 1840.

I EXPECT to be able shortly to submit a detailed statement of the financial condition of both these provinces, with a view to enable your Lordship and Her Majesty's Government to consider how far some assistance may be afforded through the interference of the Imperial Parliament towards diminishing a part of the burthen which will rest upon the united province, and to assist in developing the resources of the country by continuing the public works now suspended.

But, as it is possible that some discussion may arise upon the subject of the public debt of both provinces during the progress of the Union Bill, I shall briefly state the situation of each in this respect, and furnish an approximate account, without waiting for the exact particulars, which cannot, so far as Upper Canada is concerned, be completed until some returns for which I have called are rendered.

The obligations incurred by these provinces must be classed under different heads. 1st. Debt incurred for provincial expenditure of a general nature. 2d. Debt incurred for public works on account of the province. 3d. Debt incurred by advances to private companies, for which they are responsible. 4th. Debt incurred for works for which the interest is leviable, under Acts of the Legislature, by local taxation.

In Lower Canada the only class of debt is one under the second head. Advances have been made to the extent of about 50,000*l.*, and authorized to the extent of about 45,000*l.* more, making a total of 95,000*l.* for public works, for which the province is liable, receiving, of course, the benefit of the tolls and proceeds in return.

In Upper Canada the debt incurred under the first head amounts to about 62,000*l.*, being for war losses, and a portion of the insurrection losses defrayed by the province. This, however, can scarcely be accounted as debt now due for these objects, because it might long ago have been discharged from the ordinary resources, if they had not been absorbed in the payment of interest accumulating on the debt contracted for public works, or advances under the other heads.



The amount advanced in Upper Canada under the second head is 704,000*l.*, and a further sum of 200,000*l.* has to be added to the charge for the interest upon the original advances, which has been paid by fresh loans. These works are the Welland and St. Lawrence canals, which have absorbed, with the interest, no less than 817,000*l.*, and the rest, works of the same, though of a less important character.

Under the third head there have been advanced to private companies a sum, with interest also due, amounting to 36,000*l.*

Under the fourth head there have been advanced for macadamized roads a sum, with interest, of 210,000*l.*, for which the districts through which they run are liable under an Act of the Legislature, directing the annual interest to be levied by local taxation.

The whole debt of Upper Canada may therefore be called about 1,200,000*l.* in currency, or 1,080,000*l.* sterling.

I have stated, in submitting my scheme for the Union, that the whole debt of each province must be united and charged upon the general revenue, because there will exist no separate fund after the Union in either Province. But it is necessary to, remark, that in looking at the Upper Canada debt, which, of course, forms the important feature, although so large a sum is necessarily transferred, and thus placed upon the united province, this amount is no measure of the charge which will really have to be defrayed annually.

The whole of the debt under the fourth class, namely 210,000*l.*, is only a contingent security given by the province. Under the Acts by which these works were authorized, the different districts were rendered liable through the district rate leviable on the inhabitants and lands for the payment of any deficiency of interest which might arise from the inadequacy of the tolls; a provision which had not yet been enforced, but which I have directed to be immediately acted upon. No annual charge can therefore fall upon the united province on account of this part of the debt.

The sum advanced under Class 3 is, in like manner, a mere security, although, of course, not so good, inasmuch as private companies only are responsible to the Government; but I have directed this to be enforced, and there can be no doubt that, as regards the greater part of this sum, which is, after all, a mere trifle, the security will be available.

Nearly the whole of the debt of Upper Canada, therefore, consists of the sums expended in principal and interest upon the two great canals and some other public works of general utility, of no less advantage to the Lower than to the Upper Province; and as these works cannot fail to produce a return when completed, which will, of course, be paid to the united revenue, the burthen which will really fall upon Lower Canada, notwithstanding the difference in the amount of the share of debt which it brings, must be considered as very trifling.

I have, &c.

(signed) *C. Poulett Thomson.*

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—No. 3.—

(No. 129.)

COPY of a DESPATCH from the Right honourable *C. Poulett Thomson* to  
Lord *John Russell*.

My Lord,

Government House, Montreal, 27 June 1840.

I now transmit to you an account of the financial state of the two Canadas, and in order to bring the subject fully before you, I shall call your attention, first to the estimated income and expenditure of each province for the present year; secondly, to that of each in regard to the future, under their existing engagements; and lastly, to the state in which the finances of the united province will probably be found, should the Union Bill pass into a law, as proposed by me.

The account marked (A.)\* is the estimate of the revenue and expenditure of the present year, as prepared by the Inspector-general of Lower Canada. This return would show a probable deficiency in the revenue of about 9,000*l.*, exclusive of the debt of 20,000*l.* to the military chest. I do not, however, anticipate any inconvenience from this deficiency, as many of the services for which it is necessary to make

No. 3.

Despatch from the  
Right hon C.  
Poulett Thomson  
to Lord John  
Russell,  
27 June 1840.

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\* Income and Expenditure of Lower Canada, for the year 1840.

make provision during the current year will not in reality be paid until after the commencement of the next financial year. In regard to the debt to the military chest, I trust that Her Majesty's Government will not object for the present to suspend its repayment. If this be permitted, I have every reason to expect that the revenue of the present year will be sufficient to meet all the charges upon it. I must also remark that I have not been able to provide this year for a sum of from 12,000*l.* to 15,000*l.* for indemnity to sufferers under the rebellion, which have been allowed under a commission named by my predecessor.

The account (A. a.)\* will show the estimated expenditure and the interest of debt in Upper Canada, to be provided during the present year, together with an estimate of the income likely to accrue.

From this account it will appear, that after providing for the payment of the dividends upon the debt due in London on the 1st of January 1841, which must of course be met by remittances in December, or by some other arrangement, there will remain a deficiency of 50,394*l.* Against this has to be set a debt from Messrs. Thomas Wilson & Co. of 61,021*l.*, of which, however, only a small part can be expected to be realized within that period, if indeed any dividend be made, although there is no reason to doubt that the whole will ultimately be paid.

To provide for this deficiency, the Legislature have voted a credit of 63,000*l.*, to be raised by the sale of debentures in London without limit as to price or rate of interest.

Thus you will perceive, that to complete the payments and fulfil the obligations of the province during this year, a sum of about 50,000*l.* must be raised, which can be effected only by the realization of the debt of Messrs. T. Wilson & Co., or by having recourse to the powers granted by the House of Assembly.

Of the first there is little probability. Although I entertain no doubt of the ultimate solvency of the house in question, and of the payment of the debt in full, it is not to be expected that this can be effected during the present year, and it will be necessary to have recourse to the other resource, if other means cannot be adopted.

But this would in my opinion be most objectionable. In the present state of the credit of Upper Canada, debentures to the extent required could not, most probably, if saleable at all, be disposed of for any thing more than 75 or 80 per cent., if bearing interest of 5 per cent., and only redeemable in a certain number of years; or, if redeemable at pleasure at par, probably it would be necessary to pay an interest of 8 or 9 per cent.

A fresh loan to this extent would add materially to the debt which must hereafter form the united debt of the province of Canada, and would, in addition to the injustice of thus saddling upon the united province an augmented burthen to that extent, impose one contracted upon the most disadvantageous terms to the borrower.

I would therefore earnestly press upon Her Majesty's Government the propriety of affording the means of avoiding this necessity, which it may do with no inconvenience, and without any risk worth speaking of.

This may be effected by the Treasury undertaking the advance of 50,000*l.* necessary to complete the balance required, and taking in security the transfer of the debt of Thomas Wilson & Co., to which would be added of course the security of the province. The advance would, as regards the British Treasury, be a purely temporary one, probably not remaining uncovered for more than a few months; but to the province it would be a matter of the greatest moment.

I next come to the financial condition of the two provinces under their present separate administration.

In Lower Canada the provincial debt already incurred, or which may probably be raised during the ensuing year, is comparatively insignificant. From the statement (B.) annexed to this despatch, it appears that the total interest both certain and probable, payable on this debt during the present year, will not exceed 4,007*l.* 12*s.*, and that in future years it will amount only to 6,769*l.*

With regard to the general expenses it is to be observed, that in Lower Canada, under the heavy burthens of the two last years, the revenue has been nearly equal to the expenditure. In future years it will be relieved of some of the heaviest charges now upon it, and will therefore afford a considerable surplus. Thus the expense of the police of Montreal and Quebec, now amounting to

12,900*l.*

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\* Income and Expenditure of Upper Canada, for the year 1840.



12,900*l.* (but in future on a very reduced scale), will be borne by those cities respectively.

The expense of the rural police will be reduced from 20,000*l.* to 13,000*l.*; the charge for the Commissioners of Indemnity and for the sums awarded by them will cease to exist.

By the saving thus effected there will be a surplus, as exhibited in paper (C.), for next year of 16,891*l.*, and in future of a larger sum.

Paper (B. b.) will show the present debt of Upper Canada, both funded and due to London bankers, the periods at which each part of it is redeemable, and the annual charge for interest. To this amount are appended the charges for fresh debt which may be incurred in the present year under certain contingencies; which are, first, the above-mentioned sum of 63,000*l.* if not provided for as I have pointed out; next, a sum of 36,000*l.* voted for indemnity to sufferers during the rebellion, to which Bill the assent of the Crown is pledged under your Lordship's instructions to me, and which has only not been given, as it is to be hoped that Her Majesty's Government will accede to the Address of the House of Assembly, upon which I have already written to you, and consent to cause these indemnities to be paid from the imperial treasury: and lastly, an additional sum of (probably) 54,000*l.*, which must be raised for public works which would otherwise fall into decay. The whole amount of debt will then stand at 1,067,959*l.* certain, or, including these contingencies, at 1,220,959*l.*, and the certain and possible annual charges at 65,768*l.* 5*s.* 6*d.*

Paper (C. c.) will exhibit the total annual charge for the whole of these engagements, (subject to a pro ratâ diminution on the last items, if otherwise disposed of,) and the expenditure of the province according to the last estimates, which can scarcely admit of reduction, to the debtor side of the account; and to the creditor side, the probable income arising from taxation, and that arising or to be expected from advances on public works for which the districts are bound to provide by local taxation, or from advances to companies, or from other sources. This account will then exhibit an annual deficiency, under the present revenue, of 28,735*l.*

Lastly, I proceed to show the condition in which the finances of the province of Canada will stand after the union, supposing it to be completed upon the terms arranged in the Bill submitted to Parliament by your Lordship, and taken in the order in which they stand in the Bill. The items are given in paper (D.), and reference to the separate accounts.

#### EXPENDITURE.

##### 1. Expenses of collection.

These it is unnecessary here to specify, as the net revenue only is stated in the accompanying Returns.

##### 2. Interest of debt.

LOWER CANADA.—Now payable				-	-	-	£.4,753	
Payable in future				-	-	-	2,016	
								£.6,769
UPPER CANADA.—Now payable				-	-	-	56,837	
Payable in future				-	-	-	8,931	
								65,768

##### 3. Payments to the clergy.

Lower Canada				-	-	-	-	Nil.
Upper Canada				-	-	-	-	5,731

These payments are now made from the Crown revenues, but as those revenues will be taken credit for in the income, they will appear on both sides of the account.

##### 4. Charges for Civil List - - - - - 75,000

##### 5. Other charges now by law or usage payable.

Lower Canada				-	-	-	-	12,502
Upper Canada				-	-	-	-	20,978

##### 6. Annual votes for civil expenditure.

Lower Canada				-	-	-	-	64,369
Upper Canada				-	-	-	-	18,424

£.269,541

REVENUE.

LOWER CANADA.—	Ordinary Revenue	-	-	-	-	£. 107,075	£.
	Duties under 14th Geo. III., resumed					19,665	
	Crown Revenues	-	-	-	-	23,400	
	Without deducting charges thereon, £. 2,422.						
							150,140
UPPER CANADA.—	Ordinary Revenue	-	-	-	-	77,234	
	Duties under 14th Geo. III., resumed					15,286	
	Crown Revenues ceded	-	-	-	-	30,000	
	Without deducting charges thereon, £. 7,908.						
							122,520
							£. 272,660

Against this apparent surplus has to be set the amount of the contingent expenses of the Legislature in future years, which, looking to the past in either province, must be considerable. Whatever may be required for the continuation of the great public works of both provinces, for a general system of education, or for any other improvements, is wholly unprovided for in this statement of the expenditure; and, on the other hand, the receipts will, in 1842, be diminished by the cessation of payments from the Canada Company.

Your Lordship will thus at once perceive that assistance will be required from the mother country to place the finances of the united province in a satisfactory condition; and that the aid which I was authorized to promise in order to obtain the assent of the Upper Canada Legislature to the measure, if necessary, must hereafter be afforded.

I was not, it is true, under the necessity of making use of these powers, and I rejoice to think that I found the means of dispensing with them; at the same time one of the main arguments in favour of the Union in that province was felt to be the necessity of extricating the finances from the difficulty under which they laboured, and the confident hope that the Imperial Parliament would assist in doing so.

It will therefore be absolutely necessary that Her Majesty's Government should enable the Governor of the province of Canada to afford this relief when the Union is completed, and the financial settlement takes place; and I know of no better means than those originally proposed,—of guaranteeing a loan which would remove a considerable charge arising from the high rate of interest payable by the province on the debt already contracted, or which it would have to pay for raising fresh loans which may be required hereafter for great local improvements.

I shall have the opportunity, when I enter upon the consideration of these works, of explaining more fully the mode in which such a guarantee might be most advantageously afforded; and in what way, under the peculiar terms of the debt of Upper Canada, great part of which is not redeemable for some years, the relief in question can be best afforded to secure the interests of the province.

In the meantime I must urge upon the immediate attention of Her Majesty's Government the pressing point with regard to the deficiency in the Upper Canada revenue for this year, to meet the interest of the debt due in December, and to support its credit.

I have, &c.  
(signed) C. Poulett Thomson.



## PUBLIC WORKS (CANADA).

27

## Enclosures in No. 3.

(A.)

## LOWER CANADA.

## STATEMENT of the Estimated Provincial Expenditure and Revenue for the Year 1840.

EXPENDITURE.		Sterling Dollars at 4 s. 6 d.		
		£.	s.	d.
Arrears in 1839 (say) - - - - -	- - - - -	3,050	-	-
Interest of Public Debt (as per statement below) - - - - -	- - - - -	4,007	12	-
Administration of Justice and Support of Civil Government - - - - -	- - - - -	71,053	-	-
Police of the Cities of Quebec and Montreal - - - - -	- - - - -	12,900	-	-
Rural Police in the Districts of Montreal and Three Rivers - - - - -	- - - - -	20,000	-	-
Support of Hospitals and other Public Charities - - - - -	- - - - -	5,345	-	-
Education - - - - -	- - - - -	2,910	-	-
Aid to Literary, Historical, and Mechanics' Institutions - - - - -	- - - - -	180	-	-
Medical Faculty of McGill College - - - - -	- - - - -	450	-	-
Improvement of Roads, Navigation and other Public Works - - - - -	- - - - -	9,738	-	-
Salaries and Contingencies of Commissioners of Indemnity - - - - -	- - - - -	1,900	-	-
Amount paid for Indemnity for losses by Rebellion - - - - -	- - - - -	8,637	6	9
Balance due on grant to erect a Court House at Sherbrooke, and other Public Works - - - - -	- - - - -	4,140	-	-
Annual Expenses permanently provided for by Acts of the late Provincial Legislature, &c.—				
Assessments on Public Buildings and Lots within the Cities of Quebec and Montreal - - - - -	£. 420 - -			
Pensions to Wounded Militiamen, who served during the late War with the United States - - - - -	378 - -			
Allowance to the Prothonotaries of the several districts of the Province for preparing Annual Abstracts of Births, Marriages and Burials - - - - -	80 - -			
Pensions to Widows Caron and Rolette 75 <i>l.</i> each - - - - -	150 - -			
Annual Ground Rent for the Property of the Bishop's Palace at Quebec, payable to the Roman Catholic Bishop - - - - -	1,000 - -			
Expenses of distributing Laws - - - - -	200 - -			
Rewards for the destruction of Wolves - - - - -	290 - -			
Encouragement of Agriculture - - - - -	780 - -			
For Normal Schools - - - - -	750 - -			
Retiring Allowance to the late Chief Justice of Montreal - - - - -	733 6 8			
		4,781	6	8
Interest on Loans—				
On 31,500 <i>l.</i> sterling, borrowed under sundry Provincial Acts for improvement of the Harbour of Montreal at various rates of Interest from 5 to 6 per cent. - - - - -	1,715 - -			
On the further sum 36,000 <i>l.</i> sterling authorized to be loaned for the same purpose by Ordinance of the Special Council on account of which there was raised 19,147 <i>l.</i> 10 <i>s.</i> sterling, up to the 1st of January 1840, at the interest of 6 per cent., the remainder of the Loan is not to be raised, <i>vide</i> Ordinance 3d Vict. chap. 28. The amount of interest payable in 1840, will be - - - - -	1,148 17 -			
A Loan to the amount of 31,500 <i>l.</i> sterling has lately been authorized by Ordinance of the Special Council to be raised for completing the Chambly Canal, which has been effected at the annual interest of 6 per cent., say 13,500 <i>l.</i> sterling, from the 15th of June 1840, and 18,000 <i>l.</i> from the 1st May 1841. Payable in 1840 - - - - -	303 15 -			
TOTAL certain - - - - -	£. 3,167 12 -			
Probable—				
Loan of 20,700 <i>l.</i> sterling for continuing the improvements of the Montreal Harbour, authorized by a recent Ordinance 3d Vict. c. 28, of which there may probably be raised 10,000 <i>l.</i> in 1840, at the interest of 8 per cent. - - - - -	690 - -			
Loan of 4,500 <i>l.</i> sterling for completing and working the Dredging Vessel, under the same Ordinance may be raised this year, at the interest say of 8 per cent. - - - - -	180 - -			
TOTAL certain and probable - - - - -	- - -	4,007	12	-
Expense of the Trinity Board for improving the Navigation of the St. Lawrence - - - - -	- - -	5,000	-	-
Expense for the Relief of Sick Mariners - - - - -	- - -	1,300	-	-
TOTAL Expenditure - - - - -	£.	159,399	17	5

*Mem.*—There is a balance due on the Loan from the Imperial Treasury in 1837, and for advances made by the Commissary-general in 1837 and 1838, for Special Services, of 20,000*l.*

(A.)  
LOWER CANADA.  
ESTIMATED REVENUE for the Year 1840, being the Net after deducting Expenses of Collec-  
tion and Proportion for Upper Canada.

	Sterling Dollars, at 4s. 6d.		
	£.	s.	d.
Casual and Territorial Revenues, being Quints, Lods et Ventres, and other Dues within the Queen's domain, under the Feudal Tenure, and Rents of the King's Posts, Water Lots, &c.	5,400	—	—
Net proceeds of Sales of Crown Lands and Licenses to cut Timber	6,000	—	—
Customs under Imperial Act 14 Geo. 3, c. 88	19,800	—	—
Licenses under ditto for retailing Spirituous Liquors	2,950	—	—
Fines and Forfeitures	900	—	—
Customs under Provincial Act 33 Geo. 3	1,950	—	—
Ditto ditto 35 ditto	21,200	—	—
Duties on Licenses to retail Spirituous Liquors under Provincial Act 35 Geo. 3	3,150	—	—
Duties on Licenses for Billiard Tables under Provincial Act 41 Geo. 3	30	—	—
Customs on Tobacco under Provincial Act 41 Geo. 3	7,000	—	—
under Provincial Act 53 Geo. 3, c. 11	25,000	—	—
Ditto 55 Geo. 3, c. 3	19,500	—	—
under Imperial Act 3 & 4 Will. 4, c. 59	22,000	—	—
Ditto 4 Geo. 3, c. 15	60	—	—
Tolls on La Chine Canal	4,000	—	—
Rents and Profits of the Seigniori of Lauzon, held of Sir John Caldwell, formerly Receiver-general, on account of his Debts of the Crown	2,000	—	—
Wharfage dues at Montreal	2,000	—	—
TOTAL applicable to general purposes	142,940	—	—
Duties on Shipping	4,000	—	—
Tonnage Duties	1,400	—	—
Jesuits' Estates	1,800	—	—
TOTAL Revenue	£. 150,140	—	—

(signed) Joseph Cary,  
Inspector-General Public Accounts.

Montreal, June 1840.

(B.)  
LOWER CANADA.  
STATEMENT of the PUBLIC DEBT for the Year 1840 and following Year.

SERVICE.	Amount of Loan.	Amount of Interest payable in 1840.	Annual Amount of Interest which will be payable in future, if the whole Sums authorized are raised.
	<i>Sterling.</i> £. s. d.	<i>Sterling.</i> £. s. d.	<i>Sterling.</i> £. s. d.
For improving the harbour of Montreal at different rates of interest, from 5 to 6 per cent. The capital and interest payable out of wharfage dues; if not sufficient for the interest, the deficiency to be made up from the general funds, under the authority of various Acts of the Provincial Legislature	31,500 — —	1,715 — —	1,715 — —
For the same purpose under Ordinance 1 Vict., c. 23. Interest payable out of the general Funds at 6 per cent.	19,147 10 —	1,148 17 —	1,148 17 —
For completing the Chambly Canal under recent Ordinances of the Special Council, the total sum has been raised at the interest of 6 per cent., that is, 13,500 l. on the 15th June 1840, and 18,000 l. sterling on the 1st May 1841, for 8 years from these dates respectively	31,500 — —	303 15 —	1,890 — —
TOTAL certain, sterling	£. 82,147 10 —	3,167 12 —	4,753 17 —
PROBABLE.			
Loan of 20,700 l. sterling, for continuing the improvements of the Montreal Harbour, authorized by a recent Ordinance, 3 Vict., c. 28, of which there may be raised 10,000 l. in 1840, at the interest of 8 per cent.	10,000 — —	690 — —	1,656 — —
Loan of 4,500 l. sterling, for completing and working the dredging vessel, under the same Ordinance, may be raised this year at the interest, say of 8 per cent.	4,500 — —	150 — —	360 — —
TOTAL certain and probable	£. 96,647 10 —	4,007 12 —	6,769 17 —

(signed) Joseph Cary,  
Inspector-General Public Accounts

Montreal, June 1840.



(C.)

LOWER CANADA.

STATEMENT of the Annual Charges, for the Interest of the Public Debt, and of the Estimated Annual Provincial Expenditure and Revenue.

	Sterling Dollars at 4 s. 6 d.		Sterling Dollars at 4 s. 6 d.	
	£.	s. d.	£.	s. d.
ANNUAL EXPENDITURE.				
Total Amount of Charges for Interest on Loans for Public Works, as per Statement (B.)	-	-	6,769	-
Administration of Justice and support of the Civil Government	-	-	70,000	-
Education as at present	-	-	3,000	-
Support of Hospitals and other Charities	-	-	5,400	-
Roads and Public Works (if same as at present), say	-	-	10,000	-
Rural Police	-	-	13,000	-
Annual Expenses permanently provided for by special Acts of the Legislature	-	-	4,780	-
For the Relief of sick Mariners out of the Tonnage Duties	-	-	1,300	-
Expenses of the Trinity Boards in supporting and improving the navigation of the River St. Lawrence	-	-	4,000	-
Total Annual Expenditure	-	-	118,249	-
Add for Indemnities unpaid, which will be a charge for next year, although not in the following	-	-	15,000	-
TOTAL EXPENDITURE	-	-	133,249	-
ANNUAL REVENUE.				
Net Annual Revenue, after deductions for expenses of collection, and proportion for Upper Canada: the same as for 1840, as per Statement (A.):	-	-	-	-
Amount applicable to general purposes	-	-	142,940	-
Revenues of the Jesuits' estates (reserved for advancement of Education) -	-	-	1,800	-
Duties on shipping, for the expenses of improving the navigation of the River St. Lawrence, under the Trinity Board	-	-	4,000	-
Tonnage Duty, applicable to the relief of sick Mariners	-	-	1,400	-
	-	-	150,140	-
Surplus on Annual Revenue	-	-	16,891	-

(signed) Joseph Cary,  
Inspector-General Public Accounts.

Montreal, June 1840.

(E.)

LOWER CANADA.

CHARGES now by Law payable, exclusive of those provided for in the Civil List of £.75,000.

	Sterling.			Sterling.		
	£.	s.	d.	£.	s.	d.
Under permanent appropriations, as per Satement (A.) - -	4,780	-	-			
Expenses of Trinity Boards in supporting and improving the navigation of the St. Lawrence - - - - -	4,000	-	-			
For the relief of sick Mariners - - - - -	1,300	-	-			
	10,080	-	-			
<i>Expenses of a permanent nature considered as Charges upon the Crown Revenues.</i>						
Salaries of the Commissioners of Crown Lands - £.1,200 - -						
Salary of the Agent for Emigrants at Quebec, and Contingencies of his office - - - - - 677 - -						
Pensions - - - - - 545 - -						
	2,422	-	-			
				12,502	-	-
<i>Annual Votes for Civil Expenditure.</i>						
Office of Adjutant-General of Militia - - - - -	2,073	-	-			
Miscellaneous Expenses, as Rent of Buildings for public purposes, Fuel, Repairs to Public Buildings, Salaries of Grand Voyers, and various other services - - - - -	7,500	-	-			
Surveyor-General's Department - - - - -	1,103	-	-			
Contingencies of various Public Offices - - - - -	2,300	-	-			
Support of Hospitals and other Public Charities - - - - -	5,845	-	-			
Contingencies of the Legislature - - - - -	6,100	-	-			
Printing Laws - - - - -	1,500	-	-			
Retiring Allowances to Officers of the late Legislative Bodies - - - - -	1,980	-	-			
Salaries of Sheriffs, Coroners, Keepers of Court-houses, Petty Officers of Courts, contingent Expenses of Gaols, Court-houses, &c. - - - - -	3,000	-	-			
Rural Police - - - - -	13,000	-	-			
For Education - - - - -	3,600	-	-			
For Literary and other Societies - - - - -	180	-	-			
Medical Faculty of McGill College - - - - -	450	-	-			
Roads, Improvement of Navigation, and other Public Works - - - - -	10,738	-	-			
				64,369	-	-
<i>Payments to the Clergy.</i>						
To the Scotch Presbytery at Quebec - - - - -	-	-	-	500	-	-
This is the only payment for the Clergy out of the Revenues raised within Lower Canada, and is made out of the fund arising from the proceeds of sales of Clergy Reserves remitted to England.						
<i>The Revenues at the disposal of the Crown are :</i>						
Casual and Territorial Revenue - - - - -	5,400	-	-			
Net Proceeds of Crown Lands, after deducting expenses of collection and other Contingencies - - - - -	6,000	-	-			
Annual aid by Provincial Act, 35th Geo. III., out of the duties levied under that Act, towards defraying the expenses of the Administration of Justice, and the support of the Civil Government - - - - -	5,000	-	-			
Estimated amount of Duties on Tobacco, levied under Provincial Act, 41st Geo. III., permanently appropriated to the same purposes - - - - -	7,000	-	-			
Payments by the British American Land Company - - - - -	Nil.					
				23,400	-	-

NOTE.—In the years 1836 and 1837, in consequence of the regular supplies being withheld by the House of Assembly, a considerable proportion of the expenses of the Civil Government were, by directions from the Secretary of State for the Colonies, made payable out of the revenues at the disposal of the Crown ; but when the Land Company ceased paying up their instalments, these revenues fell short of the amount of expenditure to which they were directed to be applied.

On the suspension of the Constitution of this Province, it was considered as the more simple course to merge the Crown Revenues in the other funds, and from that general fund, the appropriations required for defraying all the expenses of Government (including these charges on the Crown Revenues) were made.

That course has been pursued up to the pressnt time.

Montreal, June 1840.

Joseph Cary,  
Inspector-General Public Accounts.



(F.)

LOWER CANADA.

STATEMENT of the DUTIES levied under the Imperial Act 14th Geo. III., cap. 88, for the Year 1839.

	Currency.	Sterling Dollars, at 4s. 6d.
On Importations by Sea at the Ports of Quebec and Montreal :—	£. s. d.	
For the Quarter ended 5th of April 1839 - - -	191 6 5	
„ ended 5th of July 1839 - - -	15,428 6 4	
„ ended 10th of October 1839 - - -	14,747 16 7	
„ ended 10th of January 1840 - - -	5,200 5 8	
Gross Amounts - - -	35,567 15 -	
Expenses of Collection - - - - -	38 17 8	
	35,528 17 4	
Proportion for Upper Canada, 38½ per - - -	13,678 12 3	
Leaves for Lower Canada - - - - - Currency	21,850 5 1	
Deduct 1⁄10 for Sterling - - - - -	2,185 - 6	
		19,665 4 7

Montreal, June 1840.

(signed) Joseph Cary,  
Inspector-General Public Accounts.

(D.)

GENERAL STATEMENT.

EXPENDITURE.	Sterling. £. s. d.	REVENUE.	Sterling. £. s. d.
1. Interest of Debt.		Lower Canada :	
Lower Canada :		Ordinary Revenue £.150,140 - -	
Certain - - £.4,753 17 -		Less, Duties under	
Probable - - 2,016 - -	6,769 - -	14th Geo. III. - 19,665 - -	130,475 - -
		Deduct Crown Revenues included	23,400 - -
Upper Canada :		above - - - - -	£. 107,075 - -
Certain - - 56,836 16 3	65,768 - -	Upper Canada :	
Possible - - 8,931 9 3		Ordinary Revenue, as	
		per Estimate in	
2. Payments to the Clergy :		Paper (C.) - £.92,520 - -	
Lower Canada (nil.)	5,731 - -	Less, Duties under	
Upper Canada (per Paper (E.), No. 1.)		14th Geo. III., ch.	
3. Charges for Civil List - - -	75,000 - -	88, as per State-	
4. Other Charges now by law or usage pay-		ment (F.) - - 15,285 19 9	77,234 - -
able :			
Lower Canada - - £.10,080 - -	12,502 - -	Duties under 14th Geo. III., ch. 88,	
Charges on Crown		resumed :	
Revenues - - 2,422 - -		Lower Canada - £.19,665 - -	
	20,978 - -	Upper Canada - - 15,286 - -	34,951 - -
Upper Canada (per			
Paper (E.), No. 2.) 13,070 5		Crown Revenues ceded (per Paper (E.),	
Charges on Crown		Nos. 4 and 5)	
Revenues - - 7,908 - -		Lower Canada - - £.23,400 - -	
		Upper Canada - - 30,000 - -	53,400 - -
Annual Votes for Civil Expenditure ;			
1839. Lower Canada - - - -	64,369 - -		
Upper Canada (per Paper (E.),	18,424 - -		
No. 3.) - - - -			
	£. 269,541 - -		£. 272,660 - 3

Inspector-General's Office, Toronto, }  
May 30, 1840.

(signed) John Macaulay,  
Inspector-General.

(A. a.)

UPPER CANADA.

STATEMENT of the Estimated Provincial EXPENDITURE and REVENUE for the Year 1840.

EXPENDITURE.	Currency Dollars, at 5 s.				Sterling Dollars, at 4 s. 6 d.				
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Arrears of 1839, up to 1st January 1840, say - - - - -	16,000	-	-						
Per ACCOUNT (B.)									
Interest of Public Debt (funded) - -	63,152	-	3	-	-	-	56,836	16	3
Per STATEMENT, No. 1, annexed.									
Administration of Justice, and support of the Civil Government - - -	32,000	-	-						
Per STATEMENT, No. 2, annexed.									
Legislature, 8,446 <i>l.</i> 14 <i>s.</i> 1 <i>d.</i> , say -	8,500	-	-						
Schools: Permanent Grants, 15 Districts - - - - - £.5,250									
Ditto, Books, for Sunday Schools 150									
Annual Vote for 1840 - - 5,650									
	11,050	-	-						
Militia and other Pensions - £.3,200									
Ditto, under various Acts of last Session - - - - - 102 10									
	3,302	10	-						
Lighthouses - - - - -	2,500	-	-						
Agricultural Societies - - -	1,000	-	-						
Penitentiary, including 300 <i>l.</i> to Deputy Warden - - - - -	5,300	-	-						
Militia Courts Martial - - -	300	-	-						
Per STATEMENT, No. 3, annexed.									
Balances due the London Agents, 1st January 1840, 57,039 <i>l.</i> 18 <i>s.</i> 8 <i>d.</i> sterling, exchange at 11 per cent. - -	70,349	5	-						
Toronto House of Industry - -	350	-	-						
Boards on claims for losses by Rebellion and Invasions - - - - -	500	-	-						
				214,303	15	3	192,873	7	9
REVENUE :									
Balances due from Collectors of Revenue, on account of 1839 - - -	3,000	-	-						
Balance in Receiver-General's hands, 31st December 1839 - - - -	24,260	-	-						
Proportion of Duties at Quebec - -	60,000	-	-						
Import Duties from United States -	18,000	-	-						
Licenses, including Auction Duty -	12,000	-	-						
Bank Dividend, due 1st January 1840 -	1,000	-	-						
Government Tolls 2,000 <i>l.</i> , and Interest on Loans to private and incorporated Companies, and to Macadamized Roads, 12,000 <i>l.</i> - - - -	14,000	-	-						
Tonnage Duty - - - - -	300	-	-						
Fees on Militia Commissions, Fines, &c.	500	-	-						
Proceeds of sale of Bank Stock - -	25,250	-	-						
				158,310	-	-	142,479	-	-
Deficiency, exclusive of Interest on Advances by London Agents - }	-	-	-	55,993	15	3	50,394	7	9

Inspector-General's Office, Toronto, }  
May 30, 1840.

(signed) John Macaulay,  
Inspector-General.



## PUBLIC WORKS (CANADA).

33

(A. a.)—continued.

## UPPER CANADA.

STATEMENT of the Estimated Provincial Expenditure and Revenue for the Year 1840.

No. I.	Currency.			Currency.		
	£.	s.	d.	£.	s.	d.
ADMINISTRATION OF JUSTICE, AND SUPPORT OF THE CIVIL GOVERNMENT.						
Civil Government, per 1 Wm. IV., ch. 14 - - - -	3,555	11	1			
Ditto - per Bill of Supply - - - - -	16,779	4	6			
Receiver-General's Salary, per 1 Wm. IV., ch. 15 - - - - - £.700 sterling	777	15	6			
Inspector-General's ditto, per 49 Geo. III., ch. 13 - - - - - 365 „	405	11	1			
Adjutant-General of Militia, per 2 Vict. I., ch. 69 - - - - - £.600 currency						
Assistant ditto, per 4 Geo. IV., ch. 27, (4th Sept.) - - - - - 200 „						
Contingencies of Office, Allowance in lieu, per 4 Geo. IV., ch. 7 - - - - - 85 „	385	-	-			
Surveyor-General's Returns to Treasurer's, per 59 Geo. III., ch. 7 - - - - -	30	-	-			
Grant to Receiver-Generals, Special - - - - -	1,500	-	-			
Administration of Justice, per 1 Wm. IV., ch. 14 - -	3,666	13	4	23,933	2	2
Ditto, per 7 Wm. IV., ch. 1 - - - - -	3,000	-	-			
Vice-Chancellor, per 7 Wm. IV., ch. 109 - - - -	1,250	-	-			
Grant to Gaoler, Home District - - - - -	150	-	-			
				8,066	13	4
No. II.				31,999	15	6
LEGISLATURE.						
Officers of, under various Acts, including Clerk of Crown in Chancery - - - - -	965	-	-			
Contingencies of, per Address - - - - -	6,801	14	1			
Provincial Library, per 7 Wm. IV., ch. 99 - - - -	80	-	-			
Speaker, House of Assembly, Special Grant - - -	600	-	-	8,446	14	1
No. III.						
Balances due the London Agents ; viz., Messrs. Glynn & Co., per account, 31st December 1839 - - - - -	31,628	7	8			
Messrs. Baring & Co., per ditto - - ditto - - - -	14,644	8	-	31,628	7	8
Dividend to 31 Dec. 1839 - - - - -	10,767	3	-			
				25,411	11	-
	£.			57,039	18	8

Inspector-General's Office, Toronto, }  
30 May 1840.

(signed) John Macaulay,  
Inspector-General.

(B. b.)

UPPER CANADA.

STATEMENT of the PUBLIC DEBT on 1st January 1840.

Halifax Currency.			Sterling Dollars, at 4 s. 6 d.		
£. 61,240	-	-	at 5	per cent.	
5,000	-	-	at 5 $\frac{7}{8}$	per cent.	
137,662	12	2 $\frac{1}{2}$	at 6	per cent.	£. 826,750, at 5 per Cent. Debentures, payable in London.
TOTAL - - £. 203,902 12 2 $\frac{1}{2}$			payable in Upper Canada.		

REDEEMABLE IN THE FOLLOWING YEARS:—

YEARS	CURRENCY DEBENTURES:						Sterling Debentures, at 5 per Cent.		
	At 5 per Cent.	At 5 $\frac{7}{8}$ per Cent.	At 6 per Cent.	TOTAL.					
	£.	£.	£. s. d.	£.	s.	d.	£.	£.	s. d.
1836	-	-	3,250 - -	3,250	-	-			
1837	-	-	1,416 13 4	1,416	13	4			
1838	-	-	1,750 - -	1,750	-	-			
1839	-	-	83 6 8	83	6	8	6,500	-	-
1840	-	-	1,500 - -	1,500	-	-	8,000	-	-
1841	1,000	-	3,666 13 4	4,666	13	4	12,666	13	4
1842	1,000	5,000	6,166 13 4	12,166	13	4	24,833	6	8
1843	2,250	-	1,666 13 4	3,916	13	4	28,750	-	-
1844									
1845	-	-	500 - -	500	-	-	29,250	-	-
1846	-	-	500 - -	500	-	-	29,750	-	-
1847	-	-	15,800 - -	15,800	-	-	45,550	-	-
1848									
1849									
1850									
1851	-	-	21,000 - -	21,000	-	-	66,550	-	-
1852	-	-	1,500 - -	1,500	-	-	68,050	-	-
1853	53,250	-	- - -	53,250	-	-	121,300	-	-
1854	3,300	-	8,000 - -	11,300	-	-	132,600	-	-
1855	50	-	6,000 - -	6,050	-	-	138,650	-	-
1856							200,000	600,000	- -
1857	180	-	4,000 - -	4,180	-	-	142,830	-	-
1858	60	-	- - -	60	-	-	142,890	-	-
1859	150	-	*7,862 12 2 $\frac{1}{2}$	8,012 12 2 $\frac{1}{2}$			150,902 12 2 $\frac{1}{2}$		
1860			†						
1861									
1862									
1863	-	-	2,000 - -	2,000	-	-	152,902 12 2 $\frac{1}{2}$		
1864	-	-	1,000 - -	1,000	-	-	153,902 12 2 $\frac{1}{2}$		
1874	-	-	42,500 - -	42,500	-	-	196,402 12 2 $\frac{1}{2}$		
1875	-	-	7,500 - -	7,500	-	-	203,902 12 2 $\frac{1}{2}$		
							Less remaining unsold in hands of Messrs. Baring - - -		
								869,650	- -
								42,900	- -
								826,750	- -
£.	61,240	5,000	137,662 12 2 $\frac{1}{2}$	203,902 12 2 $\frac{1}{2}$			Equal in Sterling - -	183,512	6 11 $\frac{3}{4}$
							TOTAL, Sterling - - £.	1,010,262	6 11 $\frac{3}{4}$

\* Exclusive of £.229. 19. remaining unissued for losses by the Insurrection, bearing interest from January 1, 1839.  
† £.500 issued in January 1840, redeemable this year.



PUBLIC WORKS (CANADA).

35

	Currency Dollars, at 5 s.	Sterling Dollars, at 4 s. 6 d.	Total Amount in Sterling.
	£. s. d.	£. s. d.	£. s. d.
Amount of the Funded Debt on 1st of January 1840,—			
Brought forward - - -	203,902 12 2½	826,750 - -	1,010,262 6 11½
Add—			
Remaining unissued for losses by Insurrection, bearing interest at 6 per cent., from January 1, 1839 - - - -	229 19 -		
Issued since January 1, 1840 - - - - -	500 - -		
TOTAL Amount of Funded Debt - -	204,632 11 2½	826,750 - -	1,010,919 6 1
Balances due the London Agents, December 31, 1839, including Dividends payable to that date ;—viz. :			
Messrs. Glynn & Co. - - - - - £.31,628 7 8			
Messrs. Baring & Co. - £.14,644 8			
Dividend, December 31, 1839 - - - - 10,767 3			
	25,411 11 -		
Total bearing Interest from January 1, 1840 - - - -	- - -	57,039 18 8	
TOTAL Amount of Debt - - - -	204,632 11 2½	883,789 18 8	1,067, 5 4 9
ANNUAL CHARGE FOR INTEREST.			
On Currency Debenture, £.61,240 - - at 5 per cent. -	3,062 - -		
5,000 - - at 5½ „ - -	293 15 -		
£.137,662 12 2½			
229 19 -			
500 - -			
138,392 12 2½ at 6 per cent. -	8,303 11 -		
TOTAL - £.204,632 12 2½ Currency.	11,659 6 -	10,493 7 5	10,493 7 5
Sterling Debentures, £.826,750, at 5 per cent. - - -	- - -	41,337 10 -	
One per cent. Commission on Dividends - - - -	- - -	413 7 -	
		41,750 17 -	
Average for Exchange, &c., 11 per cent. - - - -	- - -	4,592 11 10	
		46,343 8 10	46,343 8 10
TOTAL Annual Charges for Interest, &c., on the Public Funded Debt - - - - -	- - -	{ Sterling - - Currency - -	56,836 16 3 63,152 - 3
DEBT WHICH MAY BE INCURRED IN THE PRESENT YEAR.			
Debentures authorized by Provincial Statute, 3 Vic., c. 38, for liquidating balances due the London Agents - - -	70,000 - -		
Voted for Indemnity to Sufferers during the Rebellion and Invasions - - - - -	40,000 - -		
Required for Public Works - - - - -	60,000 - -		
TOTAL - - - - - £.	170,000 - -	- - -	153,000 - -
CHARGES FOR INTEREST.			
On £.70,000 Currency, or £.63,000 Sterling, at 5 per cent. -	- - -	3,150 - -	
Exchange, at 11 per cent. - - - - -	- - -	346 10 -	
		3,496 10 -	
One per cent. Commission on Dividends - - - -	- - -	34 19 3	
		3,531 9 3	
On £.100,000 Currency, at 6 per cent. - - - -	6,000 - -	5,400 - -	
TOTAL Annual Charge for Interest - -	- - -	{ Sterling - - Currency - -	8,931 9 3 9,923 16 11
RECAPITULATION.			
Amount of Debt, certain - - - - -	204,632 11 2½	883,789 18 8	1,067,959 4 9
Debt which may be incurred in the present year - - -	170,000 - -	- - -	153,000 - -
Total Amount of certain and possible Debt - - - -	- - -	- - -	1,220,959 4 9
ANNUAL CHARGES.	Currency.	Equal to in Sterling.	
Certain - - - - -	63,152 - 3	56,836 16 3	
Possible - - - - -	9,923 16 11	8,931 9 3	
Together - - - - -	73,075 17 2	65,768 5 6	

Inspector-General's Office, Toronto, }  
May 30, 1840.

595.

(signed) John Macaulay,  
Inspector General.

(C. c.)

UPPER CANADA.

STATEMENT of the ANNUAL CHARGES for the INTEREST of the PUBLIC DEBT, and of the Estimated Annual PROVINCIAL EXPENDITURE and REVENUE.

ANNUAL EXPENDITURE.		Currency Dollars, at 5 s.			Sterling Dollars, at 4 s. 6 d.		
		£.	s.	d.	£.	s.	d.
Total Amount of Charges for Interest of the Public Debt, as per Statement (B.), subject to a diminution on the three items of Debt which may be incurred this year		73,075	17	2	-	-	-
Administration of Justice and Support of Civil Government		28,500	-	-			
Legislature		10,000	-	-			
Schools		11,050	-	-			
Pensions		3,302	10	-			
Lighthouses		2,500	-	-			
Agricultural Societies		1,000	-	-			
Penitentiary		5,000	-	-			
Militia Courts-Martial		300	-	-			
					134,728	7	2
							121,255 10 6
ANNUAL REVENUE.							
Proportion of Duties at Quebec		60,000	-	-			
Imports from United States		18,000	-	-			
Licenses and Auction Duty		12,000	-	-			
Tolls and Harbour Dues from Government Works		2,000	-	-			
Interest payable by Private and Incorporated Companies on Loans and by Macadamized Roads		10,000	-	-			
£.13,329. 7 s. 11 d. (estimated receipts from)							
Tonnage Duty		300	-	-			
Fees on Militia Commissions, Fines, &c.		500	-	-			
					102,800	-	-
							92,520 - -
ANNUAL DEFICIENCY		-	-	-	31,928	7	2
							28,735 10 6
The estimated Charges on the Additional Debt which may be incurred this year (part of which should be returned by payments from the various Public Works, in proportion to the advances made to them), are		-	-	-	9,923	16	11
							8,931 9 3

Inspector-General's Office, Toronto, }  
May 30, 1840.

(signed) John Macaulay  
Inspector-General.

STATEMENT of the ANNUAL CHARGES for the ADMINISTRATION of JUSTICE and SUPPORT of the CIVIL GOVERNMENT.

	£.	Currency.		
		£.	s.	d.
Civil Government, per 1 Will. IV., cap. 14:				
Lieutenant-Governor	2,000			
Three Judges	3,300			
Attorney and Solicitor General	500			
Five Executive Councillors	500			
Clerk Executive Council	200			
	Sterling - £.6,500	7,222	4	5
Receiver-General's Salary, £.700 sterling, per 1 Will. IV., cap. 15	-	777	15	6
Inspector-General's Salary, £.365 sterling, per 49 Geo. III., cap. 13	-	405	11	1
Surveyor-General's Returns to Treasurers, per 59 Geo. III., cap. 7, say	-	*40	-	-
Adjutant-General of Militia, per 2 Vic. cap. 69	600			
Assistant-General of Militia, per 4 Geo. IV., cap. 27	200			
Contingencies, per 4 Geo. IV., cap. 7	85			
		885	-	-
Administration of Justice, per 7 Will. IV., cap. 1:				
Two Judges	2,000			
Clerks of Assize and Travelling Expenses	1,000			
		3,000	-	-
Vice-Chancellor, per 7 Will. IV., cap. 109	-	1,250	-	-
Annual Grant, per Bill of Supply for 1840	- £.16,779 4 6	13,580	11	-
Less, Arrears of 1839	- 2,661 15 6			
		14,117	9	-
	£.	27,698	-	-

Estimated at £.30 for 1840.



PUBLIC WORKS (CANADA).

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(E. c.)

UPPER CANADA.

	Sterling.			
	£.	s.	d.	£. s. d.
<b>No. 1. Statement of payments to the Clergy :</b>				
Church of England - - - - -	7,291	5	6	
Less. Estimated Sum payable from the Clergy Fund formed by Rents of Leased Reserves, Interest in Sales, and Dividends on the amount of proceeds of Sales, invested in London - - - - -	6,000	-	-	
				1,291 5 6
Church of Scotland - - - - -	1,540	-	-	
Presbyterian Synod of Upper Canada - - - - -	700	-	-	
Methodists - - - - -	700	-	-	
Roman Catholic Bishop - - - - -	500	-	-	
„ Priests - - - - -	1,000	-	-	
				4,440 - -
				5,731 5 6
<b>No. 2. Charges now by law payable, exclusive of those provided for in the Civil List of £75,000 :—</b>				
Maintenance of Lighthouses, variable - - - - -	2,200	-	-	
Clerk of the Crown in Chancery - - - - -	67	10	-	
Adjutant-General of Militia, Assistant ditto, and Contingencies of Office - - - - -	796	10	-	
Offices of the Legislature - - - - -	846	-	-	
Schools - - - - -	4,860	-	-	
Pensions - - - - -	2,972	5	-	
Agricultural Societies „ - - - - -	900	-	-	
Militia Courts'-martial „ - - - - -	270	-	-	
Surveyor-General's Returns to District Treasurers, variable - - - - -	36	-	-	
Provincial Legislative Library - - - - -	72	-	-	
				13,070 5 -
<b>No. 3. Annual Votes for the Civil Expenditure</b>				
<b>Contingencies of the Legislature for 1839,</b>				
Currency £.6,801 14 1				6,121 10 8
Schools - - - - -	5,085	-	-	
Adjutant-General of Militia, Contingencies of Office - - - - -	423	-	-	
Repairs of Government House - - - - -	180	-	-	
Printing the Statutes - - - - -	900	-	-	
Other Government Printing - - - - -	675	-	-	
Casual and Extraordinary Expenses - - - - -	540	-	-	
	13,924	10	8	
Penitentiary - - - - -	4,500	-	-	
				18,424 10 8
<b>No. 4. Crown Revenue :—</b>				
Sterling.				
Canada Company (ceases in 1842) - - - - -	£.20,000	-	-	
Sales of Crown Lands, Licences for cutting Timber, Rents of Mills, Ferries, &c., Fines and Forfeitures, Fees on Grants of Land under certain regulations - - - - -	10,000	-	-	
	30,000	-	-	
<b>No. 5. Charges on the Crown Revenue to which the faith of the Crown may be considered as pledged, viz.—</b>				
Indian Annuities £.5,405 currency - - - - -	4,864	-	-	
Pensions - - - - -	1,198	-	-	
Upper Canada College - - - - -	1,000	-	-	
Spears Legislative Council - - - - -	360	-	-	
Contract School, Toronto - - - - -	418	10	-	
School at Petersborough - - - - -	67	10	-	
	7,908	-	-	
	7,908	-	-	
Leaving - - - - -	£. 22,092	-	-	

Inspector's General's Office, Toronto, May 30, 1840. (signed) John Macaulay, Inspector-General.

(F. f.)

UPPER CANADA.

STATEMENT of the DUTIES levied under the IMPERIAL ACT, 14th Geo. III. c. 88, for the Year 1839.

COLLECTED IN LOWER CANADA.	Currency.			Sterling.					
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Duties on Importations by Sea, according to the Returns of the Inspector-General of Lower Canada, viz. :—									
For the Quarter ended April 5, and up to May 1, 1839	-	191	6	5					
Ditto July 5 „	-	15,428	6	4					
Ditto Oct. 10 „	-	14,747	16	7					
		30,367	9	4					
Ditto Jan. 5, 1840	-	5,200	5	8					
		35,567	15	-					
Expenses of Collection - - -		38	17	8					
	£.	35,528	17	4					
Proportion to Upper Canada, 38½ per cent.		13,678	12	3					
Deduct ⅓ for Sterling - - - -		1,367	17	3					
					12,310	15	-		
COLLECTED IN UPPER CANADA.								12,310	15
Spirits imported from the United States into Upper Canada, per Returns ended December 31, 1839, 16,512½ gallons	-	-	-	825	12	9			
Licences for retailing Spirituous Liquors, per Returns to January 4, 1840, 1472 at £1. 16s. sterling each - - -	-	-	-	2,649	12	-			
				3,475	4	9			
Estimated Expenses of Collection - - -	-	-	-	500	-	-			
							2,975	4	9
TOTAL - - -	-	-	-	-	-	-	15,285	19	9

Inspector-General's Office,  
Toronto, May 30, 1840.

(signed) John Macaulay,  
Inspector-General.

(No. 48.) — No. 4.—

COPY of a DESPATCH from Lieutenant-Governor Sir George Arthur, to Lord John Russell.

My Lord, Government House, Toronto, 14 July 1840.

I HAVE the honour to transmit for your Lordship's information the accompanying papers, from which your Lordship will be put in possession of the steps which have been taken with a view of affording employment to the immigrants who are now arriving in the province, and of, at the same time, enabling the Commissioners of such of the public works in this province, as are likely to be most beneficial to the public, to continue their operations.

I have, &c.

(signed) Geo. Arthur.

No. 4.  
Despatch from  
Sir George Arthur  
to Lord John  
Russell,  
14 July 1840.



## PUBLIC WORKS (CANADA).

39

## Enclosures in No. 4.

## ADVANCES TO PUBLIC WORKS.

Encl. in No. 4.

No. 1.—Governor-General, 20 May 1840, proposing the subject.

No. 2.—Sir George Arthur's Reply, 20 June, enclosing Report of the Executive Council, as to the mode in which the sum required is to be raised.

No. 3.—Sir George Arthur, 30 June, reporting the arrangements made with the Banks, and the Instructions sent to the Commissioners of the Works.

No. 4.—Governor-General, 30 June, approving of the plan recommended by the Executive-Council.

(Confidential.)

No. 1.

Sir,

Government House, Montreal, 20 May 1840.

I HAVE the honour to transmit to your Excellency copies of the reports made to me by Mr. Killaly, the engineer, to whom I gave directions, previous to leaving Upper Canada, to examine into the state of several of the public works of that province, and to report upon the expenditure which, in his opinion, would be indispensably necessary to prevent their suffering during the present year, and until some settlement of the financial affairs of the province enabled the Government to come to a final determination respecting future proceedings with respect to them.

Besides the works upon which Mr. Killaly was specially desired to report, he has subjoined a statement upon the Welland Canal, which, however, I wish to treat separately, and shall therefore for the present exclude from consideration.

I advert therefore to the other works as enumerated in his list.

Mr. Killaly has stated the debts due by the different commissioners upon these works, for contracts already performed, and has added to them the sums which in his opinion appeared necessary as outlay during the present year.

With respect to the debts contracted, I am of opinion that the interference of the Government must depend, first, upon an examination into the authority by which they were contracted by the Commissioners, and next, if satisfaction be given on that point, upon the means which the Executive possesses under the authority of Parliament for assisting by the issue of debentures. Upon some of these works, authority, I believe, is given for the issue of certain sums by the sale of debentures, without limit as to interest or time, but there may be others in which no such authority is given, and where the aid needed could only be afforded by an arrangement that the debentures should be taken at par.

I would therefore suggest to your Excellency the propriety, with regard to the debts, of causing these particulars to be investigated, and then acting accordingly. It is undoubtedly desirable that the claims of the contractors should be paid, if possible, and I shall be glad to concur in its being done, if upon examination it be found just, as well as practicable, to do so.

The most important point, however, is the second reported upon by Mr. Killaly, namely, the assistance which it is indispensable to afford during the present year to any of these works. I have on former occasions stated my opinion, that we should not be justified in increasing the amount of the Upper Canada debt pending the union of the two provinces, with a view to carry on to their full extent the public works begun in that province, although authority may have been given by the local legislature for that purpose; but at the same time that it is our duty to provide for extreme cases, when either the total cessation of work might be attended with serious injury to the part already completed, or when the security for any just expenditure appear undesirable. I feel likewise, that, considering the amount of emigration to be expected during this season, it is most desirable that a total cessation of all works heretofore in progress should not take place.

I have accordingly gone over the report, and the papers Nos. 1 and 2, with Mr. Killaly, with great attention, and have come to the conclusion, after a detailed examination with him, that, although advances to all the works specified in his list would not be justifiable, certain advances are indispensable for some of them; the following is the result of our consideration of the matter:—

*Johnston Road.*—That it is not advisable to advance any thing at present.

*Kingston and Napanee Road.*—To advance 5,000*l.*

*Queenston, &c., Road.*—To advance nothing for the continuance of the work.

*West Toronto Road.*—No advance is proposed for the continuance of the works. The amount recommended is only the sum owing, which of course will be considered under the first head.

*North Toronto Road.*—To advance 7,000*l.* for new work.

*East Toronto Road.*—No advance to be made. Mr. Killaly, upon reconsideration, being of opinion that as Rouge-hill cannot be completed, it would be inexpedient to make any.

*Hamilton and Brantford Road.*—To advance the sum of 600*l.* as recommended.

*Dundas and Waterloo Road.*—To advance 5,000*l.* as recommended.

*Trent Navigation.*—To advance 5,000*l.*, which would complete Chisholm's Lock and put the

£.
5,000
7,000
600
5,000
5,000
<hr/> 22,600

the other works in repair, abandoning the lock at the mouth of the river, which Mr Killaly considers useless.

On these works therefore there would be an advance to be made, exclusive of the debts, if paid, of 22,600*l.*, which I would suggest should be out of the issue of debentures, if authorized by the Acts, the Receiver-general, or by an arrangement with the banks and the Commissioners that the debentures should be taken at par.

Before quitting the subject of the macadamized roads, I would, however, beg to call your Excellency's attention to the instructions which I gave verbally to the Attorney General, before my departure, for causing immediate steps to be taken for calling on the districts to make good the deficiency in interest due upon the provincial advances to them as recommended, and were taken credit for in the report of the Finance Committee of last session. I think it highly probable that the Commissioners may not be inclined to hasten what must be undoubtedly an unpopular work ; but it seems to me absolutely necessary that the powers given under the Acts should be enforced without any delay, and I would recommend that immediate steps should be taken by the proper authorities in the Government for so doing.

I now come to the consideration of the Welland Canal. For reasons I have already stated, I should be unwilling to authorize any advance to the Commissioners beyond what may be absolutely indispensable ; nor do I deem it advisable that works should be undertaken which would decide at this time the scale on which the canal is to be carried on, which would be done, if an outlay like that applied for by Mr. Merritt and the Commissioners were sanctioned ; still less should I consent to money being raised by the Commissioners on their own responsibility with some fresh bankers in London, such an operation would complicate still more the financial concerns of the province, which are already more than sufficiently involved. But with a view to enable the works to proceed rapidly next year, before which time, of course, a final decision must be taken as to the scale to be adopted, I should not refuse to advance such a sum as might enable the materials to be got out at this season of the year, with a view to their being worked up in the winter,—an object as I am told of great importance ; that I should consider a legitimate advance. It appears that a credit exists under the Act of 1839, sanctioned by the Queen, to the extent of 15,000*l.* to be raised by debentures ; and I am informed that by the advance of this sum the necessary preparations could be made ; I should therefore recommend that an advance of debentures to this extent should be permitted, under a clear understanding with the Commissioners that it was to be devoted to the preparation of materials.

I beg to submit these considerations to your Excellency, and to say that, if you concur in them, I shall be happy to see them carried into effect with as little delay as possible.

I have, &c.,  
(signed) C. Poulett Thomson.

His Excellency Sir Geo. Arthur.

(Confidential)No. 2.

Sir,Government House, Toronto, 20 June 1840.

I HAVE the honour to acknowledge the receipt of your Excellency's despatch of the 20th ult., upon the subject of the debts at present due by the different Commissioners of the Public Works for contracts already performed, and of the assistance which it is indispensable to afford to some of these works during the present year. I immediately brought the subject under the consideration of the Executive Council, and beg to forward to your Excellency a copy of the report on it which has been made by that board.

I have concurred in the view taken by the Council in preferring to raise the sum requisite for affording the assistance to the extent suggested in your Excellency's despatch, by loan, rather than by the issue of debentures. Under the present circumstances of the credit of the province, great embarrassment would ensue from a sale of debentures in this country ; and a sale, no doubt, even to the extent required for these advances, could only be effected upon very disadvantageous terms. On the other hand, the plan proposed will enable the Government to proceed with the contemplated works ; and sufficient time will be afforded to Her Majesty's Government, before the repayment of the loan will be required, to adopt measures for arranging the finances of the country.

In furtherance of the plan, I have taken steps to obtain, by loan from the banks, the sum of 40,000*l.* in four months ; 10,000*l.* in each of the ensuing months of July, August, September and October, to be repaid, with interest, at the rate of 6*l.* per cent. per annum, at the end of six months from the date of each advance. In this way, I hope to be able to carry out the suggestions of your Excellency, so far as regards the advances which have been recommended to be made during the present season, as they are indispensably necessary.

There is also at the disposal of the Government, at present, an additional sum of 2,000*l.*, which, having been realized by the sale of school lands, has been invested in debentures for the service of the Welland Canal. This sum will, therefore, be available in part payment of the 15,000*l.* appropriated to the Welland Canal.

With respect to the debts at present existing on account of public works, although it seems to be of the greatest importance that some arrangement should be made for their liquidation, yet the means of raising the funds must, in a very great degree, depend upon the general financial measures to be adopted.

I have



## PUBLIC WORKS (CANADA).

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I have proceeded, in each individual case, to make an examination into the authority by which the debt has been contracted by the Commissioners, and the means possessed by the executive, under the authority of Parliament, for assisting them by the issue of debentures. When this examination is completed, I shall be able to consider each case upon its own merits.

The same objection, though perhaps not quite to the same extent, would seem to apply to the payment of these debts by the issue of debentures, as to the raising of money by that means for the purpose of proceeding with the works.

Steps have been taken for calling upon the districts to make good their several arrears of interest due upon the provincial advances; but no satisfactory conclusion has been arrived at. I am much afraid, as the law at present stands, that there will be great difficulty in obtaining pecuniary aid to the resources of the province by those means.

I propose to cause the directors of the Welland Canal Company to be informed that the Government have made arrangements to advance to them the sum of 15,000*l.*, by a payment of 5,000*l.* in each of the months of August, September and October, for the purpose merely of getting out and preparing the materials, so as to enable the works to be rapidly proceeded with next year; and the Government directors have also been instructed that the advance is to be applied to the preparation of the materials, and that nothing is to be done by which either the site of the canal, or the scale hereafter to be adopted, are to be compromised.

The Right hon. C. Poulett Thomson,  
&c. &c. &c.

I have, &c.  
(signed) Geo. Arthur.

## MEMORANDUM.

2 June 1840.

THE Lieutenant-Governor begs to lay before the Executive Council, for their information, the two accompanying despatches received from the Governor General upon the very important subject of immigration, and the means of employment to be afforded by public works, and will be glad to receive a communication of the sentiments of the Council upon the best means to be adopted for carrying into effect the recommendations of the Governor General.

20 &amp; 29 May 1840.

By command,  
(signed) S. B. Harrison.

## MINUTE transmitted to the Receiver-General.

In Council, 4 June 1840.

It is proposed by his Excellency the Lieutenant-Governor, for the consideration of the Executive Council—

1st. That a sum of money, of from 15,000*l.* to 35,000*l.*, should be raised for certain indispensable expenditure upon public works during the present season; the principal work upon which the outlay is considered of the greatest importance being the Welland Canal.

2d. The Act of the Provincial Parliament, 2 Vict., c. 72, authorizes a sale of debentures, without limitation of terms, for the works therein specified.

The Council desire your opinion of the effect of a sale of debentures under this Act, at present, upon the provincial credit; whether you think money can be raised in this manner, and at what rate, and whether you could prudently draw in anticipation of a sale, provided it should be ordered.

3d. Can you propose any plan by which a temporary advance can be obtained? Do you think the banks would make the advance, and upon what terms?

Receiver-General's Office, Toronto,  
5 June 1840.

Sir,

IN reply to the Minute in Council of the 4th instant, in relation to the raising of 35,000*l.* for certain indispensable expenditures upon public works during the present season, and requiring to know from me the effect of a sale of debentures under the Act of the Provincial Parliament, 2 Vict. c. 72, and whether money can be raised in London, and prudently drawn in anticipation of a sale of these debentures, or any plan by which a temporary advance can be obtained, I have the honour to report, for the information of the Honourable the Executive Council, that I consider the sale of debentures at this moment impracticable in London. From the last accounts from that city, debentures were only worth about 83*l.* for 100*l.* debenture. That Messrs. Baring, Brothers & Co. held, I think, about 44,000*l.* belonging to the province, and they state that no sales could be effected, and this rate was nominal. No debentures can be issued here payable in England, without previously obtaining the sanction of some house, where the interest and principal can be made payable on the face of the debentures. The objections made by Messrs. Baring, Brothers & Co. to a similar proceeding on the part of the Local Government, some years ago, are, I have no doubt, fresh in the recollection of the Honourable the Council. The injurious

effect

effect of it on the credit of the province, and the positive refusal of that house being made parties to transactions by using their house without permission. The houses to whom I have addressed myself on occasions for loans invariably recommend the practice adopted by other countries, of making contracts through agents appointed for that purpose, when reference can be had for information on the spot, and transactions at once made final. I have found myself from practice that this is the best mode, and gives confidence to speculators, and the public every advantage by inviting competition, and the agents exertions and information on subjects which could not be readily done by correspondence. I think that if the Council should direct debentures to be made and transmitted to such London house as they shall please to name, that no draft could be drawn upon the anticipation of sale without incurring great and heavy responsibility of having the drafts returned, to the great injury of the credit of the Government, together with a serious loss and disappointment to the parties; and should the drafts meet due honour, the banks knowing under what terms the drafts were drawn would give little or no premium on exchange for the same. Under all these circumstances I cannot recommend the issue of debentures payable in London. I am quite satisfied that debentures payable in this province at 6 per cent. cannot be sold at present.

I think that the casual and territorial revenue will be enabled to advance 10,000 *l.* currency, without any inconvenience, unless there are unusual demands on that fund, which I am not aware of. I have no doubt of being able to raise 20,000 *l.* through the banks, payable at 90 days, at the rate of 6 per cent. per annum, and perhaps at the expiration of that period a further time of 50 or 60 days more, which will afford the Government an opportunity before the payment becomes due, to negotiate such part or the whole of the amount, under the law of the 2 Vict. c. 72, on such terms as may be more favourable than at the present time, by which means the loans made as recommended I contemplate may be liquidated, and also to refund any advances from the casual and territorial revenue.

The enclosed is a return showing the amount of public monies in my hands on the 4th instant in the respective funds, and a summary of the casual and territorial revenue, amounting to 15,836 *l.* 6 *s.* 2 *d.*, and 1,083 *l.* 10 *s.* 1 *d.* on all the other funds.

I have, &c.  
(signed) John H. Dunn, R.G.

W<sup>m</sup> H. Lee, Esq.  
Acting Clerk, Executive Council.

STATEMENT of the PUBLIC FUNDS, as extracted from the Books in the Receiver-General's Office, on the 4th June 1840.

FUND.		IN ADVANCE.						ON HAND.					
		STERLING.			CURRENCY.			STERLING.			CURRENCY.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
B.	Provincial Revenue -	-	-	-	-	-	-	-	-	-	1,798	10	2½
D.	Canada Company -	-	-	-	-	-	-	98,182	10	5½	-	-	-
E.	Clergy -	-	-	-	-	-	-	-	-	-	2,731	16	7½
F.	Crown Lands -	-	-	-	-	-	-	-	-	-	530	5	4¾
I.	School Fund -	-	-	-	-	-	-	-	-	-	1,177	2	1½
K.	Casual and Territorial	84,407	1	8½	7	10		-	-	-	-	-	-
L.	Law Society -	-	-	-	-	-	-	-	-	-	118	11	10
WW.	War Losses -	-	-	-	-	-	-	-	-	-	1,597	-	4½
	Interest on Debentures	-	-	-	4,793	16	11¾	-	-	-	-	-	-
	Militia Pensions -	-	-	-	1,545	14	1½	-	-	-	-	-	-
		84,407	1	8½	6,339	11	1½	98,182	10	5½	7,953	6	7
		9,378	11	3½	93,785	13	-¼	10,909	3	4½	109,091	13	10¼
		£.			100,125	4	1½	£.			117,045	-	5¼
								Deduct Advances	£.		100,125	4	1½
											16,919	16	3½
		TOTAL on hand on the 4th June 1840 (E.S.) - - £.											

SUMMARY.

Balance in the several Crown Funds, arising from } £. s. d.  
the sale of Crown Lands, &c. - - - } 98,659 15 3¾ St<sup>g</sup>.  
Advance to Casual and Territorial Fund - - 84,407 1 8½ 7 10  
£. 14,252 13 7¾ St<sup>g</sup>. equal to £. 15,836 6 2½ Cur<sup>y</sup>

Balance remaining in the other Funds collectively in currency - - - - - £. 1,083 10 1

Total Amount of Public Money in the Receiver-General's hands, 4 June 1840 - - £. 16,919 16 3½ Cur<sup>y</sup>.

Truly Extracted.  
(signed) B. Turquand,  
Senr. Clerk, R. G. O.

Receiver General's Office,  
Toronto, 5th June 1840.  
(signed) John H. Dunn, R. G.



Executive Council Chamber, Toronto, Tuesday, 16 June 1840.

Present :

The Honourable ROBERT BALDWIN SULLIVAN, Presiding Councillor.  
" William Allan.  
" William Henry Draper.  
" Richard Alexander Tucker.

To His Excellency Sir George Arthur, K. C. H., Lieutenant-Governor of the Province of Upper Canada, &c. &c. &c.

May it please your Excellency,

THE Executive Council have carefully considered the minute transmitted by Mr. Secretary Harrison, with an accompanying despatch from his Excellency the Governor-General, on the subject of the Public Works in this province, and relating to the means of obtaining money for the purpose of proceeding with certain of them during this summer.

The attention of the Council is in the first place directed to the provincial statute passed in the session before the last, to which the Royal Assent was promulgated 30th January 1840, intituled, "An Act to afford further facilities to negotiate Debentures for the completion of Public Works."

By this Act it is provided, "That it shall and may be lawful for Her Majesty's Receiver-General, by and with the consent of the Lieutenant-Governor of this Province in Council, to sell and dispose of the public debentures of this province, now authorized by law to be issued, to the best advantage, in order to realize the several sums hereby appropriated during the present year, viz.—

2 June 1840.

20 May 1840.

	£.
" For finishing the St. Lawrence Canal - - - - -	50,000
" For building a Ship Lock at Dunnville, and providing Materials for the Welland Canal - - - - -	15,000
" For the Grand River Navigation, the sum of - - - - -	12,500
" For the Johnstown District Roads - - - - -	500
" For the Queenston and Grimsby Road - - - - -	10,555
" For the Road north of the City of Toronto - - - - -	9,000
" For the Road west of the City of Toronto - - - - -	7,000
" For the Road east of the City of Toronto - - - - -	4,000
" For the continuation of the Improvement of the River Trent - - -	12,000
" For the Credit Harbour - - - - -	750
" In all - - - £.	121,305 "

And, "That the amount of debentures required by this Act now authorized to be issued for the construction of the foregoing works, payable in this province, shall be made payable in England, any thing in any Act to the contrary notwithstanding."

Previously to the passing of this Act, money could not legally be raised, unless at the rate of interest mentioned in the Act, and the public bonds could not be sold under par. The object of the Legislature appears to be to relax this rule in favour of the public works mentioned in the Act, so that money might be obtained on the easiest terms which the state of the market would allow, should the operation be considered proper by the Governor in Council.

The state of the province, its internal disturbances and the foreign aggressions under which it suffered, the incomplete state of all the public works, the want of revenue arising therefrom, the want of provision of means to pay the interest upon the public debt, which it was originally supposed would have been met by the income arising from the public works, the absorption of the whole current revenues of the province in payment of interest, and in the expenses of the administration of Government, and the large sums still required annually for the construction of improvements far exceeding the original estimates, and the crisis in financial and monetary affairs in the United States, which affected the value of all American securities, combined to depreciate and render unsaleable the public debentures of the province.

When this state of affairs began to press upon the Government, and before these circumstances all united in rendering the raising money impracticable, many urgent applications were made to the Executive Government by the Commissioners employed on the public works, praying for money to be raised according to the provisions of the various Acts of the Provincial Parliament passed for that purpose, and representing in the strongest terms the loss that would accrue to the public were the works suddenly suspended, as well on account of the breach of contracts into which the Commissioners had entered, as from the dilapidations which the works would suffer if not placed in a state of preservation, if not of completion.

It being supposed, as it afterwards proved, impracticable to dispose of public debentures at the legal rate in England, and the failure of the house of Thomas Wilson & Co., of London, having deprived the Government of the use of the large sum in their hands, an Act of the Provincial Parliament was passed on the 11th July 1837, at a special session summoned for the consideration of urgent affairs relating to finance and banking operations, by which Act it was provided, that it should be lawful for the Lieutenant Governor of the

Province,

Province, by and with the advice of the Executive Council, to authorize the issue in the province of debentures, payable in London, to the amount which might be required for the purpose of making the several macadamized roads authorized by the Legislature, at the legal interest of 5 per cent., or if the payment was to be in the province, at the rate of 6 per cent. This Act also extended to provide for the repairs and completion of the Welland Canal, so far as the discharging the debts due, and the keeping the same in repair.

The effect of this Act was to make it the interest of the banking institutions in the province to offer for the debentures at par, by which means they had the advantage of the exchange on London, at the time very high, which was expected to cover any rate of depreciation at which the debentures might sell in London.

The Council are, however, informed, that a considerable sum in these debentures remain in the hands of the banks unsold to this day.

When the Receiver-general returned to this province, he having been absent in London at the time of the passing of the Act, he complained of the transaction as a losing one to the Government.

It appeared to be so at the time of passing the Act, and also at the time of the sale of the debentures to the banks, but the Parliament considered it absolutely necessary that money should be raised, and only gave this mode by which it could legally be done, unless debentures were saleable at par in the London market.

Upon the recommendation of the Receiver-general, and upon the exhibition of complaints on the part of the house of Baring, Brothers & Co., of the increase of the public debt without their being informed of the transaction, and particularly of their being made agents for the payment of the interest, without their previous consent, which in fact only the urgency of the case could justify, sales of debentures in the province were discontinued, and a sum of 60,000*l.* of public bonds were directed to be transmitted to London on account of the following works :

O. C. 3 Oct. 1837.

Welland Canal -	-	-	-	-	-	-	-	-	£. 40,000
Three York Roads -	-	-	-	-	-	-	-	-	9,000
Johnstown District Roads -	-	-	-	-	-	-	-	-	6,000
Queenston and Grimsby Roads -	-	-	-	-	-	-	-	-	5,000

the Receiver-general giving it as his opinion, that the proceeds might be immediately realized, by drawing against them. The Receiver-general, however, did not draw upon those proceeds, but advanced monies raised by the previous sale of debentures to the banks for other works, and particularly for the Trent Navigation, the sale for that purpose having been made to the commercial bank.

As the event proved, the not drawing upon the proceeds of the debentures transmitted to London was prudent and fortunate, as the amount has remained unsold in the hands of the agents, except in so far as they disposed of them under par, for the purpose of repaying themselves in part for their advances on account of the interest upon the public debt.

The banks having been partly induced to risk the purchase of debentures at par from a wish to forward public works in which their locality made them interested, complained of the appropriation of the money for other purposes, and the people interested in the completion of the works complained that the raising money by sale to banks, which they had induced the banks to negotiate, had not been available for the intended purposes.

Thus it is shown, that, in fact, the only means of raising money to meet the public exigencies at the time was the sale to the banks, and upon that depended, not only the demands for the works intended to be provided for by the sale, but also the disbursements intended to be provided for by means of the transmission of debentures to London.

At present, as has been above detailed, the debentures thus transmitted remain unsold in London.

The highest prices reported by the London agents of late has been 83 per cent. or 17 per cent. under par, and moreover, this price was stated to be merely nominal, or, in other words, it was supposed that the debentures would not maintain nearly that price were extensive sales attempted.

The London agents, Baring, Brothers & Co., and Glynn & Co. are stated to be considerably in advance for payments of interest upon the public debt.

Matters continuing in this condition since the year 1837, the public works have been suspended, and the necessity for further sums of money appears to be most pressing.

The only remedy proposed by the Legislature is a forced sale of the debentures, with the approval of the Lieutenant-Governor in Council ; and his Excellency the Governor-General seems willing to accede to this measure to the extent stated in the despatch before the Council.

The necessity of providing some immediate employment for the labouring population coming into the province, as well as the great public benefits which would accrue from the continuance of the works proposed to be provided for, form the inducements leading to his Excellency's favourable opinion of this plan.

The great increase of income from the Welland Canal realizing the expectations of its projectors as to the immense importance of the work, is a very strong reason for the immediate commencement of preparations to place the work in a permanent state of efficiency ; the continual dilapidations which the insufficiency of the present work causes, and the expensive repairs necessary to keep it open, make the canal unprofitable, and there is too much probability that it cannot long be continued in a state to be used, unless the locks shall be constructed in such a manner as to be permanent.

It



It is stated by persons who have warmly interested themselves in the Welland Canal, that its present prospects are so flattering that there would be no difficulty in disposing of debentures for the completion of that work upon its own credit, and prospects of being profitable.

The amounts proposed to be expended in the macadamized roads will, of course, ultimately be provided for by local taxation, if the tolls should be found insufficient. The roads are found to be of great and manifest public utility, and now that the benefits arising from them are experienced, little difficulty need be apprehended in meeting the necessary disbursements by local taxation, even if the tolls should be found insufficient for that purpose.

But when the Council contemplate the financial state of the province generally, the disappointments experienced in almost all calculations hitherto made of reimbursement from the works themselves, the great difficulty and even impossibility of meeting the interest upon the public debt, without a new system of financial arrangement and the imposition of new taxes, which the Legislature only can accomplish, they greatly apprehend the consequences of a forced sale of debentures for any purpose, until the general credit of the province shall be re-established; for its re-establishment, however, they look with the greatest confidence to the first session of the united Legislature; for if certain available and tangible means shall be provided to meet the interest upon the public debt, and if the prospects of reimbursements from the public works shall be regarded as a means of relief from taxation, rather than as a mode of meeting certain yearly demands, there can be no reason why the credit of these provinces should not stand fully as high as that of any part of America.

However encouraging this prospect may be to the Council, it cannot be expected, while a mere prospect, to affect the money market; but an attempt to force a sale of debentures may altogether fail under present circumstances, while it would appear to the holders of public securities to arise from a determination, by all means, to increase the public debt without the necessary provision for its repayment, either in principal or interest; and while those so interested would complain with much justice of the endangering and jeopardizing the debts due already by the increasing the public burthens without increasing the powers of bearing them, as well of the actual and immediate depreciation which a sale of new debentures at any price they would fetch would cause to the whole of the public securities, it appears to the Council that it would be unwise for any temporary purpose to incur the risk which would arise from such a measure of permanently injuring the credit of the province, and of rendering future important financial operations difficult or impracticable.

The Council thought it right on the submission of this matter to obtain the opinion of the Receiver-general on the subject, and accordingly addressed to him the minute hereto appended.

The Council feel disposed to concur in the opinion of the Receiver-general so far as to advise the obtaining an advance from the Provincial Banks in preference to a forced sale of debentures.

They advise this measure in the full confidence they have already expressed that the Legislature will provide certain means of meeting the interest upon the public debt at its next meeting, after which the debentures may be disposed of at their full value without any injurious effect upon the public credit. The extent of outlay to be made upon public works will be then ascertained, and the public creditor may calculate with certainty upon the security of his investments. If this confidence on the part of the Council should happen to be mistaken, the raising money by any means whatever will have been most unfortunate, but the same means of repaying the banks will still exist that are now proposed to be used for raising the money.

The Council are of opinion that the banks should be requested to make the requisite advances with the assurance of repayment within six months from the present time; the money is not wanted immediately, and it will require that time in all probability before a sale of debentures will be advisable. The banks will probably be influenced in making the advance by a desire to promote public undertakings which they approve of, and therefore it may be considered a good criterion from whence to judge of the policy of advancing a public work, the readiness of the several banks to loan the money, they knowing the respective purposes to which it is to be applied.

The Council therefore respectfully recommend, that the Receiver-general be authorized to procure from the banks of this province or of Lower Canada a temporary advance, to be repaid with interest at 6 per cent. for the following purposes:—

1st. For providing materials for the completion of the Welland Canal as a permanent work, the money to be expended strictly in providing these materials and in conveying them to the places where they will probably be required; nothing, however, to be done which would settle the dimensions of the canal, or make alterations necessary upon the final adoption of any dimensions	£.15,000
For continuing the macadamised road between Kingston and Napanee	5,000
North Toronto road	7,000
Hamilton and Brantford road	600
Dundas and Waterloo road	5,000
For the Trent Navigation, <i>i. e.</i> , for the completion of Chisholm's Rapids, and for the repair of other works, abandoning the lock at the mouth of the river	5,000
	<hr/>
	£.37,600

4 June 1840.

5 June 1840.

As regards these works of a merely local character, with which the general funds of the united province ought not ultimately to be charged, the Council are respectfully of opinion that the simple mode of charging the whole upon the separate districts by specific provisions, and by actually laying on local taxes to meet them, by authority of the united Legislature, will be the most practicable and easy mode of securing the payment of the interest and of relieving the general finances. The present provision by law for charging the arrears of interest upon the districts appears to be highly inconvenient. The Trustees or Commissioners are in the first place required to levy sufficient tolls to meet the yearly interest, and to discharge the principal sum borrowed in a certain number of years. Secondly, to pay over the tolls to the Receiver-general for that purpose. Thirdly, to apply for the levy of a local tax to meet the arrears. Fourthly, the laying on the tax is left to the discretion of the local authorities.

The following faults seem apparent on this system :—

1st. Much of the outlay is incurred, and interest becomes due, before any tolls can be levied, and long before they can amount to a sufficient sum for the purposes contemplated; consequently the interest is immediately and necessarily in arrear.

2d. The Receiver-General is bound by the debentures to meet the interest when it becomes due, although the Act pledges the province only after other means shall have failed. The public revenues are thus burdened with an expenditure not provided for.

3d. Should the Trustees who do not keep the public accounts omit to report the sum received not sufficient for the purpose, the Receiver-General, who first knows the fact of the insufficiency of the amounts received by him, has no authority to apply for the levy of a tax; and should the Magistrates in Quarter Sessions not think fit to decree a new assessment, the public finances suffer.

The Council are of opinion, that the law should specify how long the interest should be paid out of the principal borrowed, if at all; it should next specify when a rate should commence for the purpose of meeting the interest, and the Executive Government, whose business it is to see that the public finances are not burdened improperly, should state the amount of the rate.

The interest should be provided one year in advance; that is to say, there should be certain means provided within the year to meet the interest for the coming year, and the rate should cease for the coming year upon the Receiver-General reporting that he had a sufficient sum in his hands arising from tolls to meet the next year's interest, and the proper proportion of principal, as contemplated by the Act. Thus the money would be always forthcoming, and the continual recurrence of payments from the general funds of the province, or from the principal sum borrowed, would be avoided, and the local security would become immediately available and effective.

This plan may be illustrated by the following hypothesis :—

The inhabitants of a district are desirous to raise money upon the public security, or they have raised it in this manner for a macadamized road; the amount may be stated at 10,000*l*. Two years may be allowed without calculating upon the tolls, during which time the interest may be paid out of the principal borrowed.

If within these two years a sufficient sum should happen to be received for tolls to meet the full payment of the interest, and a proportion of the principal, say 933*l*. 6*s*. 8*d*., and that this sum should be in the hands of the Receiver-General, no rate need be levied for the third year, otherwise a rate should be levied by proclamation to meet the deficiency.

If within the third year a sufficient sum should be received to meet the interest and proportion of principal for the fourth year, no rate need be levied for the fourth year; but, if otherwise, a rate to meet the deficiency should be proclaimed.

And thus funds from the proper source would be provided in advance, and the public finances would not suffer, and the power of necessary action would be given to the executive officers in charge of the general treasury. Probably this plan may not be necessary, should districts borrow upon their own security, but it ought to be made to apply to all sums raised or to be raised under the present Acts, and indeed it is not probable that money will readily be raised upon local securities in England; and the necessity for a continuance of the general security may therefore become apparent, in which case the system of providing funds in advance will be the only safe plan of operation.

In the meantime the means given by the present law can be used so far as possible to relieve the public finances, but the Council apprehend that the results will be long protracted, and very unsatisfactory.

As respects the debts contracted by the Commissioners, and the authority upon which they were created, the Executive Council can say little more than that the Acts of Parliament authorizing the expenditure of money provided sets of officers, called Trustees or Commissioners, who upon their own responsibility, and at their own discretion, were authorized to carry on the works.

For the means of doing so the Commissioners were to depend upon money to be raised by loan at a certain rate of interest, and not on more disadvantageous terms than the sale of debentures for the full sum which they purported to secure.

The Commissioners calculating upon the certainty of procuring the money and with the authority of the Acts of Parliament merely, but without the funds actually in hand, entered into contracts, and incurred liabilities without the sanction of the Executive Government.

So soon as the financial difficulties began to appear, the Executive Government, at the same time that it disapproved of the creation of debts without the means in hand to discharge them,



them, used every means in its power to relieve the contractors and the Commissioners, and various advances were made for that purpose, provided for by sales of debentures, under the circumstances set forth in the commencement of this minute.

But the Commissioners were uniformly warned, upon every application, that the Government could not undertake to provide means for continuing the works, that the sums provided by extraordinary means must be considered the last that could be furnished, until the aspect of affairs altered for the better, and that no new liability should be incurred, without its being previously ascertained that the means of payment were already realized.

Such, in fact, was the authority for the incurring the debts now sought to be paid, and such was the course of the Government in consistently advising the Commissioners of the risk of erecting new liabilities; but still the Council find debts to be provided for, and the only expedient proposed is the issue to the contractors of Government debentures in lieu of money.

It is true, that many of the debts now due arise from the performance of contracts entered into by Commissioners at the commencement of the works, but even, with regard to these, the Council are of opinion, that it was imprudent in the Commissioners to anticipate so largely the realization of the funds intended to be provided by the Legislature. The Commissioners and the contractors had full means of forming opinions upon the probabilities which the state of the money market offered for the borrowing of money; and if they would go on creating debts upon the prospects offered, the Council do not think they have a right to call upon the Executive Government to use illegal or extraordinary means to relieve them from difficulties and embarrassment.

The Trent Navigation forms an exception to the general fact, for, in that case, a sum of 20,000*l.* was actually raised, but the money was used, not for the work for which it was raised, but to meet disbursements made on the credit of the debentures sent to England, and which now remain unsold; but, in this case, the whole proceeding was submitted to the Legislature, and provision was made for the raising 12,000*l.* for that work, by the sale of debentures to the best advantage.

The Council suppose the intention of the Legislature must have been to provide for the payment of debts incurred by the Commissioners, under the circumstances before mentioned; that is to say, the money was actually raised, and therefore the Commissioners were fully justified in incurring the liabilities; and it would follow, that no continuance of the work can properly or justly be provided for, without the discharge of the work incurred. Mr. Killaly reports a sum of 3,500*l.* due to contractors: were the intentions of the Legislature carried into effect by a forced sale of debentures to the amount of 12,000*l.*, this sum would be immediately paid.

The present proposal is to raise 5,000*l.* in this manner, for the work to be yet done.

Considering the sum necessary for the contemplated purpose, the Council are prepared to advise the addition of the sum of 3,500*l.* to the loan for this work, provided it can be raised by a temporary advance from the banks, as above proposed.

On the Kingston and Napanee Road, the debt amounts only to 150*l.*, and therefore no distinction need be made on the subject of the old debt or the new expenditure.

On the Queenston and Grimsby Road, a debt has been incurred of 1,250*l.*, for which the Council do not think the Government is called upon to use extraordinary means to provide.

The issue of debentures in lieu of money is contrary to the spirit and letter of the Acts of Parliament: money is required to be raised by the Receiver-General, and paid to the Commissioners; if debentures be issued in lieu of money, it will amount to the substitution of depreciated Government bonds in lieu of money; it will form a recognition of a debt by the Government, and its discharge in a medium which will not pay the amount of the debt, but which will be a legal discharge of it. The creditors who receive the debentures are probably much in need of money, and will have to realize at any sacrifice; if they lose much by the operation, a claim will immediately be founded for reimbursement, and moreover, the public securities will be depreciated even more than by a forced Government sale. The contractors and the Commissioners alike speculated upon the sale of debentures, and with their eyes open they contracted the debts, knowing the money was not realized. The Commissioners must therefore bear the blame of expenditure, which they had not the means of meeting, and the contractors await the time when money can be raised in the ordinary manner to pay them.

The same remarks will apply to the West Toronto Road, as well as to the roads to the north and east of the city; but in these cases, it is believed, advances have been made by the banks, and a temporary delay will not be productive of much inconvenience, and it is not at all probable that payment in debentures, payable in this province at par, would at present be accepted.

The same observations will probably be found to apply to all the other debts, in which cases the Council think the offer of debentures payable in the province in lieu of money would not only be inexpedient, but would also be unacceptable to the creditors.

The debt due by the Commissioners of the Welland Canal appears to have been incurred very advisedly and necessarily, but there appears no immediate necessity for its discharge, until means can be acquired in the ordinary manner.

The Executive Council conclude these observations by a general remark applicable to all expenditure of money for which the public finances are liable; that is to say, that the money should be expended by paid officers under the control of the Government for the impossibility of managing the finances of a country, when the power of expending money, and the burden of providing it, are placed in distinct and independent bodies, is demonstrated, as well in practice as it would seem to be in theory, upon all sound political argument; and

they therefore express the hope that, in place of the present mode, some general department of public works may be substituted, and that in merely local matters, the necessity of providing means may fall upon the same persons that have charge of the expenditure, or, at least, that the latter should be under the complete control of the former as to the amounts for which they incur liabilities.

All which is respectfully submitted.

(signed) *G. A.* (signed) *R. B. Sullivan, P. C.*

No. 3.

Sir,  
Government House, Toronto, 30 June 1840.  
With reference to the subject of the advances made to the public works of this province, I have the honour to inform your Excellency that I have completed the arrangement with the bank of Upper Canada for the loan of 40,000 £., to which I alluded in my despatch of the 20th instant.

I have accordingly communicated to the Commissioners of each of the public works designated in your Excellency's despatch of the 20th ult., the determination of the Government to make an advance to them to the extent specified in that recommendation.

With a view to show at one glance the course adopted, I have caused the accompanying schedule to be prepared, which I forward for your Excellency's information.

In making this communication to the different boards, I adopted in each case the recommendation of Mr. Killaly's report, both with respect to the amount of appropriation to the work, and to the conditions and restrictions under which the expenditure was to take place.

With regard to the Trent and Inland Waters Navigation, I adopted the terms of your Excellency's despatch of the 18th instant, and made the communication to each of the Commissioners accordingly.

I impressed upon the Commissioners the necessity of economy in the management of the money placed at their disposal by the Government, and required that reports of their proceedings in the disposition of it should from time to time be furnished to the Government, as might be necessary.

I am in hopes that these measures will, as far as the defective constitution of such boards for the outlay of public money will permit, be efficient to insure such an expenditure as will effect the specific objects in view. With regard to the Welland Canal expenditure, I have no doubt whatever that the instructions of the Executive Government will be pursued in the expenditure of the money appropriated for that service.

I have, &c.

The Right hon. C. Poulett Thompson, (signed) *Geo. Arthur.*  
&c. &c. &c.

MEMORANDUM as to the Appropriation of MONEY for PUBLIC WORKS.

There will be at the disposal of the Government the following Sums, at the following periods; viz.

	£.	£.
July - - - - -	10,000	
August - - - - -	10,000	
September - - - - -	10,000	
October - - - - -	10,000	
		40,000

From these are to be paid,—

	£.	
Welland Canal - - -	13,000	
Kingston and Napanee Road - -	5,000	
North Toronto ditto - -	7,000	
Hamilton and Brantford ditto -	600	
Dundas and Waterloo ditto -	5,000	
Commissioners for the Improve- ment of the Navigation of the Inland Waters of the New Castle District - - -	4,000	
Trent Navigation - - -	1,000	
		35,600
Surplus - - - - -	£.	4,400



PUBLIC WORKS (CANADA).

49

The following will be the Appropriation in the respective Months :

July: Amount at the disposal of the Government - - £. 10,000.

Disposal :

	£.		£.
Welland Canal - - -	3,000		
North Toronto Road - -	2,000		
Hamilton and Brantford ditto -	600		
Dundas and Waterloo ditto -	1,500		
Kingston and Napanee ditto -	1,000		
Commissioners for the Improve- ment of the Navigation of the Inland Waters of the New Castle District - - -	1,200		
Trent Navigation - - -	300		
		9,600	
Surplus - - - £.			400

August: Amount at the disposal of the Government - - £. 10,000.

Disposal :

	£.	
Welland Canal - - -	5,000	
North Toronto Road - -	2,000	
Dundas and Waterloo ditto -	1,000	
Kingston and Napanee ditto -	1,000	
Commissioners for the Improve- ment of the Navigation of the Inland Waters of the New Castle District - - -	800	
Trent Navigation - - -	200	
TOTAL - - £.		10,000

September: Sum at the disposal of the Government - - £. 10,000.

Disposal :

	£.	
Welland Canal - - -	5,000	
North Toronto Road - -	1,500	
Dundas and Waterloo - -	1,500	
Kingston and Napanee - -	1,000	
Commissioners for the Improve- ment of the Navigation of the Inland Waters of the New Castle District - - -	800	
Trent Navigation - - -	200	
TOTAL - - £.		10,000

October: Sum at the disposal of the Government - - £. 10,000.

Disposal :

	£.		
North Toronto - - -	1,500		
Dundas and Waterloo - -	1,000		
Kingston and Napanee - -	2,000		
Commissioners for the Improve- ment of the Navigation of the Inland Waters of the New Castle District - - -	1,200		
Trent Navigation - - -	300		
		6,000	
Surplus - - -			4,000
TOTAL Surplus - - - £.			4,400

PAPERS RELATING TO

RECAPITULATION :

TOTAL Amount at the disposal of Government, as before - - £. 40,000.

Welland Canal :	£.	
July - - - -	3,000	
August - - - -	5,000	
September - - - -	5,000	13,000
North Toronto :		
July - - - -	2,000	
August - - - -	2,000	
September - - - -	1,500	
October - - - -	1,500	7,000
Hamilton and Brantford :		
July - - - -	600	600
Dundas and Waterloo :		
July - - - -	1,500	
August - - - -	1,000	
September - - - -	1,500	
October - - - -	1,000	5,000
Kingston and Napanee :		
July - - - -	1,000	
August - - - -	1,000	
September - - - -	1,000	
October - - - -	2,000	5,000
Commissioners for the Improve- ment of the Navigation of the Inland Waters of the New Castle District :		
July - - - -	1,200	
August - - - -	800	
September - - - -	800	
October - - - -	1,200	4,000
Trent Navigation :		
July - - - -	300	
August - - - -	200	
September - - - -	200	
October - - - -	300	1,000
TOTAL - - - - £.		35,600
Surplus - - - - £.		4,400

23 June 1840.

No. 4.

(Confidential.)

Sir,

Castle St. Lewis, Quebec, 30 June 1840.

IN reply to your despatch of the 20th June, I beg to inform your Excellency that I quite concur in the propriety of adopting the course recommended by the Executive Council, and approved by yourself, for raising the sums required for the assistance of the public works of the province, referred to in my despatch of the 20th May, by loans from the banks.

With regard to the arrears due to contractors on obligations contracted by the Commissioners, I am of opinion that a payment in debentures at par of such of them as may be finally admitted would be quite sufficient to satisfy the justice of the case, and care may be taken to prevent any demand being hereafter made for difference (should there be any) between the par and the market price they may obtain, by making the receipt of these debentures at par a condition of the interference of the executive at all.

I have, &c.

(signed) C. Poulett Thomson.

His Excellency Sir George Arthur, K.C.B.



— No. 5. —

COPY of a DESPATCH from Lord *Sydenham* to Lord *John Russell*.

My Lord,

Government House, Montreal, 22 February 1841.

No. 5.

Despatch from  
Lord Sydenham to  
Lord John Russell,  
22 February 1841.

THE time is now approaching when it will become necessary for me to explain the extent of assistance towards the financial concerns of this province, which the Imperial Parliament may, in its wisdom and generosity, think fit to afford. On the opening of the United Legislature, I am bound to make a statement to this effect, and it is, besides, indispensably required with a view to the arrangements which I shall be called upon to submit for the preservation of the public credit of the province, and the continuation of the great public works by which its prosperity can alone be assured.

In my despatch of the 27th June last, No. 129, I furnished a full and detailed statement of the financial situation of each province, as well as an estimate of the position which the finances of the united province would probably present after the union. The only variation upon that estimate which the experience of what has since occurred offers is, that, on the one hand, the revenues of the two provinces have increased, and, in my opinion, may be therefore calculated as likely to produce 10,000*l.* or 15,000*l.* a year more than I then reckoned upon, even under the present system of taxation, and on the other, the debt of Upper Canada has been increased by about 100,000*l.* by the assent which Her Majesty has been advised to give to the Upper Canada Act for buying out the private shareholders of the Welland Canal; and that of Lower Canada has been augmented by the loans authorized to be raised within that province, for different public works to the extent of 26,000*l.* In this last case, however, the tolls to be received will most undoubtedly cover, and eventually pay off, the sums borrowed, and the province does nothing more than lend its credit for the transaction, though I regret to say that, even with that double security, the funds can only be raised at an interest of from six to eight per cent., and, consequently, at a heavy sacrifice.

Her Majesty's Government have, therefore, the whole state of our finances distinctly before them. The total of debt may be stated at 1,325,000*l.* Colonial sterling, or 1,226,000*l.* British sterling.

That the province of Canada possesses the most ample means of paying not merely the interest, but of refunding the principal of this debt, there can be no doubt whatever, and I do not think it necessary to call upon the generosity of the mother country to expend a single shilling, although it would be easy to show that even if Great Britain were to place at the disposal of the provincial government a sum equal to the whole amount of its debt, as a free gift, it would be a wise economy, on its part, for the Imperial Treasury can only obtain relief from the heavy expenditure which it is now annually called upon to incur within the province, equal nearly each year to that amount through the settlement of the domestic affairs of the colony, and by securing its prosperity, and the entire developement of its natural resources.

But the assistance of the mother country is indispensable to enable Canada either to support its present burthens, or advance in that career which may render them light hereafter.

Nearly all the Canadian debt has been contracted for public works, which are begun but not completed, from which, when completed, a revenue will be derived, but which, at the same time, can only be rendered thus productive by fresh expenditure. The province is sinking, therefore, under the weight of engagements which it can only meet by fresh outlay, whilst that very present inability to meet its engagements, by destroying its credit, prevents it from obtaining the means for this expenditure, through which it can alone extricate itself permanently from its difficulties.

I can furnish no stronger illustration of this state of things than the Welland Canal. The total outlay upon this work has been about 400,000*l.* currency, and I regret to say that it has been most improvidently and unwisely expended, owing to the wretched system which has been heretofore followed, both with regard to the money grants, and to the construction of public works, by assistance from public funds. The tolls, however, of this canal, thus imperfectly made, which were, in the year 1838, about 6,000*l.*, and in 1839, about 12,000*l.*, have last year amounted to 24,000*l.*, and would, I entertain not the slightest doubt, amount to between 40,000*l.*

and 50,000*l.* next year, if the canal could be kept open, and to a far larger amount hereafter. But unless a very considerable sum can be raised, equal almost to that already expended, this great work must inevitably go to ruin, and this undertaking, which is now the joint property of the province and of the Imperial Government, and might be made, by fresh expenditure wisely conducted, amply to repay all that has been expended on it, will be irretrievably lost. It would be idle, however, for the Canadian Government to attempt, unassisted, to obtain the necessary funds. Its credit is unhappily so low, that it cannot hope to do so; and even if it could find capitalists willing to undertake the operation, an exorbitant rate of interest of eight or ten per cent., or an enormous sacrifice of capital, by the sale of debentures under par, would destroy nearly all chance of its succeeding, in a commercial point of view.

I have given this canal as one instance, but the same may be shown to be the condition of nearly all the works for which the debt of this province has been contracted. They are either in themselves incomplete, and consequently a dead weight, or rendered useless by the absence of other improvements necessary to make them productive.

It is in the power of Parliament alone, therefore, to afford the necessary assistance. What is required is such aid as shall at one and the same time diminish the annual charge upon the provincial treasury for debt already incurred, and by raising the credit of the province, enable it to obtain the additional funds required to make its fresh expenditure productive; and I am satisfied that this may be done without the expenditure of a single shilling, and with perfect security.

The plan which I was formerly authorized to propose, namely, the guarantee of a loan for Canada to the extent of 1,500,000*l.*, would effectually secure both these ends.

I should propose, therefore, that the Treasury should be authorized to raise a loan to that amount—the proceeds to be applied, first, to the liquidation at par of the Canadian debt, and the residue for the completion of such public works as might be deemed expedient.

This debt to be made a first charge upon Canadian revenues, before all other debt, if any afterwards be contracted by the Province, and to be specially provided for as such by the Canadian Legislature. All tolls and other securities which had been mortgaged to the province as security for the present debt to be made over in the same way. The Canadian stockholders to be compelled to receive their money at par, or new stock, at a price proportionate to it.

No portion of the fund applicable to public works to be expended on any work which was not wholly and absolutely under the direction of the Executive Government, whether private shareholders had or had not any interest in the undertaking.

The advantage of this plan is twofold: first, by at once paying off the present stockholders, the province would be relieved from an annual charge upon the whole debt of nearly two per cent., inasmuch as the rate of interest now paid is about  $5\frac{3}{4}$  per cent., whilst under the guarantee of Great Britain, the sum could probably be raised at  $3\frac{3}{4}$ ; and next, that by these means the stockholders could not be able to derive the unfair advantage they would otherwise acquire from the greatly increased marketable value which their stock would undoubtedly obtain, if the credit of Canada generally were materially raised through the assistance in any other way of the British Government—an advantage they could have no right to.

The stockholders have, it is true, a right, as will be found set forth in paper (B. b.) of my despatch of the 27th June, not to be paid off before certain fixed periods, varying from 1842 to 1860; but, on the other hand, their stock is not now worth more than 75*l.* or 80*l.* for the five per cent. and 85*l.* to 90*l.* for the six per cent. if it be saleable at all, and, unless the Imperial Government interferes, will never again probably be worth par. They will therefore be amply compensated for this compulsion, though against the terms of their bargain. Indeed, if Her Majesty's Government consent to propose this plan, I entertain little doubt that the Chancellor of the Exchequer may not consider it unjust to affix even a lower rate than par for the repayment of the five per cent. stock.

With regard, too, to the residue of the loan after redemption of the debt, the plan which I suggest offers no less advantage, both to the Imperial Treasury and to the Province. I have already stated that fresh outlay is indispensable in order to  
render



render the public works productive. The employment, therefore, of this portion of the whole loan for this purpose, affords additional security that the whole, both interest and capital, will be repaid by the Province, and, at the same time, by so greatly enhancing the credit of the Province, any further sums it may be found necessary to raise, in order fully to complete the works, will be attainable at a low rate of interest, even upon provincial security alone.

This is the mode which, without entering further into details, I would venture humbly to suggest, as the best by which the assurances I was authorized to give, that pecuniary relief would be proposed to Parliament, may be fulfilled. It may indeed be contended there that the guarantee of a colonial debt is impolitic. Upon this point, however, your Lordship and Her Majesty's ministers will of course be prepared with a ready answer; but I may be permitted to remark, that, if I know any thing of the feelings of the British population of Canada, the generosity of the mother country will bind them to it more than ever; and if the opportunity I have now had of studying this country has not been wholly thrown away, I am convinced that it is by such assistance, leading to so great practical results in the increase of the wealth and commerce of the province and of the comforts of its inhabitants, that Great Britain may make the colony less of a burthen, and far more a benefit to her, than it has ever before been.

I have, &c.

(signed) *Sydenham.*

—No. 6.—

(No. 282.)

COPY of a DESPATCH from Lord *John Russell* to Lord *Sydenham*.

My Lord,

Downing-street, 11 January 1841.

IMMEDIATELY after the receipt of your Lordship's despatch, No. 129, of the 27th of June, relating to the financial condition of Upper and Lower Canada, I entered into communication with the Lords Commissioners of the Treasury on the subject. I inclose, for your Lordship's information, a copy of the letter which I wrote upon that occasion. In answer to that reference, the Lords of the Treasury represent to me that they are unable to take any proceedings for granting financial assistance to the Canadian treasury until they shall be in possession of the explanation promised in your despatch, as to the mode in which it would be most advantageous, with reference to the peculiar debt of Upper Canada, that relief should be afforded. I must therefore beg your Lordship to proceed directly to state your views to me in detail, in order that I may communicate them to the Treasury for the further deliberation of their Lordships.

I have, &c.

(signed) *J. Russell.*

Enclosure in No. 6.

My Lords.

Downing-street, 24 July 1840.

I HAVE the honour to transmit for your Lordships' early and serious consideration the accompanying copy of a despatch, with enclosures, from the Governor-general of British North America, containing an account of the present and the expected financial condition of the provinces of Upper and Lower Canada.

At the same time I have to state, that with respect to the immediate loan of 50,000 *l.*, which the Governor-General earnestly solicits Her Majesty's Government to grant for the relief of the Upper Province, I am not aware that your Lordships have any power to grant it, and I cannot advise an application to Parliament for such partial assistance.

Your Lordships should be apprised that Her Majesty's Government have always had it in contemplation to support the credit of Canada, by guaranteeing the Upper Canada debt. Previously to quitting this country, the Governor-general was informed by Her Majesty's confidential advisers of this intention, and was left at liberty to announce it, if he had thought it necessary, in Canada. Although Mr. Thomson abstained from making such an announcement, and Her Majesty's Government therefore stand unpledged and uncommitted,

No. 6.

Despatch from  
Lord John Russell  
to Lord Sydenham,  
11 January 1841.

24 July 1840.

Encl. in No. 6.

No. 129, 27 June  
1840.

high motives of public policy render the proposal of such assistance to the finances of Canada scarcely less imperative on the Government than it would have been had a solemn engagement been entered into on the part of the Crown.

The utmost extent to which the ministers of the Crown can proceed is to promise to recommend to Parliament, in the next session, such a guarantee of the actual debt of Canada, as may enable the legislature to reduce the interest now payable to a lower rate.

I would consequently wish your Lordships to consider in what manner this guarantee can most properly be effected. When apprised of your Lordships' views upon the subject, I propose to instruct the Governor-general to announce to the Assembly of the United Province the intentions of the Crown to ask the concurrence of Parliament in effecting this important object, in the manner which your Lordships shall deem most advisable.

The Lords Commissioners  
of Her Majesty's Treasury.

I have, &c.  
(signed) J. Russell.

—No. 7.—

No. 7.

Despatch from  
Lord Sydenham to  
Lord John Russell,  
25 Feb. 1841.

Page 53.

COPY of a DESPATCH from Lord *Sydenham* to Lord *John Russell*.

Government House, Montreal,  
25 February 1841.

My Lord,

By the messenger who arrived this morning, I have had the honour of receiving your Lordship's despatch (No. 282), of the 11th January.

On the 22d instant I anticipated your wishes, as conveyed to me in this despatch, by explaining the manner in which I ventured to think that Her Majesty's Government could best afford the assistance to the finances of this province, which I was authorized to hold out an expectation of their receiving. I can add but little to what I had then the honour to submit, but I avail myself of the return of the messenger to make one or two remarks, in consequence of what I find in your Lordship's letter to the Lords of the Treasury.

The plan which I have submitted, implies the guarantee of a loan to the extent of 1,500,000 *l.*, which exceeds by a sum of between 200,000 *l.* or 300,000 *l.*, the total debt of the province. I took this amount, because it was that to which I was authorized to go by the communication to which your Lordship refers, but I should not have done so if I was not satisfied that it is most desirable upon other grounds that the assistance to be rendered by the Imperial Government, should not be limited by simply effecting a reduction in the annual charge for the interest of the debt of Canada, but that it is expedient in the interest both of the province and of the mother country (if the latter interfere at all) to go beyond this.

I have already explained that the debt of this province having been contracted nearly altogether for public works, which are now incomplete, and consequently unproductive, is in fact either a dead weight upon the revenue of the country, or a profitable investment of capital, exactly according to the means which may be at the command of the provincial government. If no means can be found to finish these works, either by an advance of money, or by so improving the credit of the province as to enable it to borrow in the market at a rate of interest which is not exorbitantly high, they must go to ruin, remain unproductive of any revenue, and in that case the annual charge for interest is as much a dead weight upon the income of the country as the interest of the national debt in England, the capital of which has been expended in armaments. The interference of Parliament, by affording its guarantee for this debt, would, under this supposition, do no more than reduce the annual charge upon the provincial revenue. The capital already invested could not be rendered productive, and although the province would undoubtedly be a gainer by the saving of interest, the advantage to it would stop there, whilst the security to the mother country for the repayment of interest and principal would be limited to the ordinary resources of the colony, unaided by any return from the works for which the original debt had been contracted.

On the other hand, however, if means are found through the assistance of Parliament, not only to effect the saving of interest on the debt already contracted, but to aid in rendering productive the works on which the capital which they represent has been expended, the annual charge on the provincial funds is rendered  
light,



light, and perhaps may be altogether removed, and the security to the Imperial Treasury in the same ratio is improved, and repayment rendered certain.

It is with this view that I so strongly recommend Parliament to go in its guarantee to the extent of the sum I have named, by which the double purpose will be served, and its own security stand in a far better position than it would otherwise do.

I would further remark, with reference to an expression in your Lordship's letter to the Treasury, that my earnest hope is, that whatever arrangement is effected with the consent of Parliament, will be made in England. Here we are in no condition to effect a transaction of this magnitude or of this nature. The plan which I have had the honour of submitting is based upon this conviction; let Parliament decide upon the terms on which it will consent to afford its guarantee for a fixed sum; let it fix the conditions on which the present creditors of the province shall receive back their capital or take fresh stock under the imperial guarantee; let it declare the stipulations under which it will permit the surplus of the loan which remains after the liquidation of the debt, to be appropriated in the province, that is, for public works solely under the responsibility of the Executive; let it affix the conditions which it deems advisable for its own security as to the mortgage of the provincial revenues and of the tolls, and let this arrangement, thus defined and regulated, be offered for the acceptance of the Provincial Legislature.

For this I have provided, in the plan which I had the honour to submit.

There only remains one point on which it occurs to me that it may be desirable to add any thing; in the plan which I have given, the main principle consists in the compulsory repayment of their capital to the stockholders, notwithstanding the engagement entered upon with them that repayment should not be made for 15 or 16 years. On this it may be asserted that it is a violation of their contract, and therefore unjust to these parties.

That it breaks through the contract is of course undeniable, but it is as impossible to deny that the arrangement, compulsory as it is, affords the most unexpected advantages to them, and if it were possible, as it is not, to propose it for their acceptance or refusal, is such as not one of them would reject.

There is no other mode by which Parliament could afford its assistance with advantage to the province or justice to itself; and the creditors of Canada must be content, if this course should not be adopted, with the security they have at present. Hitherto, by continued loans, and with infinite difficulty, the interest upon the Upper Canada debt has been paid, but in spite of this, what is the marketable value of these securities at the present time? If saleable at all, the five per cent. stock may be worth 75 or 80; the six per cent. 85 or 90. For the moderate loans required in this province, where to the security of the revenue is superadded that of the tolls on the canal or the turnpike-road for which the money is required, I am even now daily compelled to authorize the payment of an interest of seven and seven-and-a-half per cent. The Montreal Harbour Bonds, the best security in America, because the actual tolls receivable must inevitably pay both capital and interest, sell at this moment at 90 for six per cent. debentures. It seems to me, then, perfectly idle to suppose that more than a full measure of justice will not be given to the creditors of the province under the arrangement I have suggested; not one can receive less than he advanced, for the stock has never been above par, at or under which it was taken, whilst at present no one can obtain within 15 or 20 per cent. of that amount for it, or, if this arrangement be not effected, ever probably hope to get more.

Your Lordship will, I hope, forgive my entering so much at length into these details, but the extreme anxiety which I feel to be furnished with the decision of Her Majesty's Government before the opening of the Legislature, and the conviction to which I have arrived, after the best consideration, that no other plan is possible, must plead my excuse.

I have, &c.

(signed) *Sydenham.*

—No. 8.—

(No. 369.)

COPY of a DESPATCH from Lord *John Russell* to Lord *Sydenham*.

My Lord,

Downing-street, 3 May 1841.

No. 8.

Despatch from  
Lord John Russell  
to Lord Sydenham,  
3 May 1841.

THE despatches which I have received from you on the general state of the province of Canada, the reports with which you have furnished me on several important subjects, and the approaching meeting of the Council and Assembly of the United Province, have induced me to explain to you at this time the views which Her Majesty's Government entertain on the topics most interesting to the welfare of Canada.

In any measures that may be adopted, it must be taken for granted that Her Majesty persists in the determination to maintain at all hazards, Her Royal authority in Canada. Neither the honour of Her Majesty's Crown, nor the support due to Her loyal subjects in British North America, nor the provident care of the interests of the empire at large, would permit any deviation from this fixed principle of British policy.

At the same time Her Majesty's advisers are not insensible to the difficulties imposed upon them in carrying into execution the purpose of the Crown. A province bordered by an open frontier of more than a thousand miles, approached with ease at all times by the citizens of a neighbouring and powerful state, separated from England not only by the ocean but by the rigours of climate and season, must be maintained by a judicious preparation for defence in time of peace, and a vigorous exertion of the resources of the empire in time of war, or not at all. To trifle with the fortunes of men whose lives and properties are freely devoted to the service of England, or to encourage foreign aggression by neglect or apathy, would be far worse than the spontaneous surrender of these important possessions of the Crown. The Canadians might in such a case incur no risk, no blood need be shed, and the treasures of the empire might be spared. The other course would be cruel to a brave people, and unbecoming the character of the country.

But, as I have already said, we have no alternative. We have only to consider the means of binding Canada more firmly to this country, of developing her resources, of strengthening her British population, of defending her territory, and of supporting and encouraging the loyal spirit of her people.

In this spirit, then, I shall touch upon the principal topics connected with these views:—

## 1. FINANCE.

You have stated the debt of the United Province to amount to 1,226,000 *l.*, and with the sum required to complete public works necessary for the free passage between the western portion of the province, the St. Lawrence and the sea, to about 1,500,000 *l.*

The Queen's Government coincide in your views of the expediency of making such an arrangement as may employ the credit of this country for the benefit of the finances of Canada, and have given their best consideration to the plan proposed in your despatches. They are of opinion that such an arrangement, if it can be carried into effect, with the consent of the creditors, would be in every way desirable, but they feel that the objections to a Bill, compelling parties to receive payment of their money in breach of agreements entered into with them by competent authority, are insuperable.

Her Majesty's Government are ready to give any assistance in conformity with your proposal, which does not appear to them inconsistent with good faith. They are ready to propose to Parliament to guarantee a loan which may be required for public works (under the restrictions suggested by you), for the repayment of such part of the debt as may be now redeemable, or may be held by creditors, who shall declare themselves willing to accept reasonable terms.

With regard to this latter sum, it appears to the Government most expedient that you should fix such terms as you may consider sufficient to induce the creditors to accept the proposed equivalent (not of course exceeding 100% for every nominal 100 *l.* lent); that you should make known such tender in such way as may appear to you most advisable, giving the holders sufficient notice and information, and fixing a given day before which the willingness of the parties to accept such offer should be sent in.

To



To do this an Act of the Canada Legislature will be necessary, and when that is obtained the subsequent arrangements might be made; or through some party deputed on the part of the Canadas to this country with full instructions.

It may, perhaps, be also expedient at the same time by law to enable trustees, &c. to account, as in cases where the interest of loans are received in this country. Upon receiving the information of the assent of the parties accepting the terms proposed, the necessary means may be taken in this country to raise the requisite funds; and it may be expedient that you should fix the day for the paying off such assenting creditors and other claims at a time when the Parliament of this country is sitting; for should it be necessary to have recourse to a loan, such a measure has always been considered open to objection during the prorogation of Parliament.

## 2. DEFENCE.

I have perused with great interest the enclosures in your despatch of 24th December, containing reports from Lieutenant-general Sir Richard Jackson, and Colonel Oldfield, the commanding officer of engineers, on this subject.

The question is one of so much importance, that I was not satisfied with referring your despatch to the Master-general and Board of Ordnance, but I also asked the opinion of the Commander-in-Chief, and requested him to consult the Duke of Wellington, whose high authority on every military subject is in this instance of peculiar weight, from the attention he has for many years given to this matter, both on political and on military grounds. Their opinions are transmitted with this despatch.

Her Majesty's Government agree in opinion with Lord Hill and Sir Richard Jackson, that "no dependence upon the decided superiority of our troops, and arrangements made for defence connected with them, should lead us to neglect the construction and completion of permanent works calculated for the protection of the points of most importance to us."

They likewise concur in his Lordship's opinion, that in the event of the construction of these or any other works, a large effective regular force, and a militia, registered and enrolled, but not called from their districts, except in case of invasion, will be indispensable.

But it cannot be reasonably expected that works on a large scale should be undertaken without reference to the great expense to be incurred.

I have therefore to inform you, that the Government are prepared to state their opinion that, beyond the ordinary estimates of the year, 100,000*l.* should yearly be applied for the defence of Canada. At present, this sum is nearly absorbed in the maintenance of the militia and volunteers. But by a more economical plan this expense might be greatly diminished, and a great portion of the sum of 100,000*l.* left for the improvement of military communications, and the erection or repair of fortifications.

You will hear further from me on this point when I have more fully considered the various plans proposed.

## 3. EMIGRATION.

I have read with great interest your despatches on this subject, and I agree with you in opinion that it would not be wise for this country to engage to convey emigrants to Canada at the public expense. But neither can I agree that this country ought to pledge itself indefinitely to the expense of maintaining the emigrants in Canada till they are able to obtain employment.

I quite concur, however, in the sense you entertain of the importance of the object.

It is a hardship to Canada that she should be obliged to maintain the pauper emigrants from the United Kingdom, who arrive in a state of destitution and disease. But this object was formerly provided for by the imposition of the emigrant tax, and I think the renewal of this tax should be recommended to the Legislature of Canada.

I have recommended to the Treasury that the expense thus incurred by the emigrant should, in consideration of the great political advantages likely to flow from emigration to Canada, be defrayed by this country.

Supposing a tax of 5*s.* a-head, 32,000 emigrants might be freed from the tax for 8,000*l.* This is a sum which I think Parliament might be asked to vote for so important an object. The tax might then be paid in Canada, not by the captain

of the passenger ship, but by the Commissary general, on proper vouchers of the number of emigrants landed.

In this case, the only emigrants paid for must be those whose fitness for emigration had been previously attested by an emigration agent in this country.

The emigrant tax would then act as a check, and very properly so, on those who could not obtain the attestation required.

I have now adverted to the three principal topics to which I have called the attention of the Queen's confidential servants. There are many others of great importance to the welfare of Canada, but upon which I am anxious to receive your reports before proceeding further.

Of this kind are the engagements of the land companies, and the future disposal of the Crown lands.

The means of communication for commercial purposes within the British territory, through the whole length of Canada, must always be a matter of the highest interest, both to Canada and to this country. But it seems to me that with a legislature in Canada disposed to co-operate with the Queen and the Parliament of the United Kingdom in developing her vast and unexplored resources, there is every hope that we shall behold the prosperity of that noble province augment every year, and add more and more to the strength and stability of the empire.

(signed) I have, &c.

*J. Russell.*

— No. 9. —

(No. 57.)

COPY of a DESPATCH from Lord *Sydenham* to Lord *John Russell*.

No. 9.

Despatch from  
Lord *Sydenham* to  
Lord *John Russell*,  
6 May 1841.

My Lord,

Government House, Montreal, 6 May 1841.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 26th March, No. 344, enclosing a Memorial addressed to you by the three Canadian Land Companies, and by other persons connected with Canada, respecting the advancement of agriculture and commerce, and the completion of the great public works in this province. Your Lordship adds a statement of the views entertained by the memorialists on these subjects, as explained to you at an interview.

The proposition of the memorialists seems to be (so far as it is possible to affix a meaning to words so extremely vague and indistinct) to raise and advance as a loan the money necessary for the completion of various works, and for the introduction and settlement of emigrants on the faith of the revenue arising from the sale of land and timber, the execution of the works being as heretofore left with the Local Government, but due security being provided by law for their speedy completion, and for the appropriation of the land revenue to the payment of the interest on the loan.

Passing over the legal objections to this proposition, which at once occur, and which were stated by your Lordship to the memorialists, I must observe that, even with the explanation contained in your despatch, the scheme is presented in so intangible a shape, that it is difficult to know in what manner to reply to it.

There can be no question about the importance to this country of obtaining a very considerable loan, and in so far I approve of the memorialists' views; but in every other respect they appear to me impracticable. The land revenue of both Canadas, deducting the payments of the Canada Company, which will cease next year, and those from the British American Company, which will never be renewed, is very inconsiderable, and is already pledged as part of the consolidated fund towards the existing debt. If, as the memorialists assume, the consolidated fund will pay the charges on it, leaving a surplus to the amount of the land revenue, the province will be able, and no doubt will be disposed, to borrow in the London money market to the full amount which can be obtained by such surplus; and in that case the security of the consolidated fund, including the land revenue, will be far better and more easily negotiable than the security of the land revenue, without the consolidated fund. If the consolidated fund be not adequate to the charges

For Lord John  
Russell's Despatch,  
26 March 1841,  
No. 344, *vide*  
Papers ordered by  
the House of  
Commons to be  
printed, 23 Sept.  
1841, No. 49.



charges on it without the land revenue, it would be a breach of faith to withdraw that revenue from the security of the present creditors, and the scheme must consequently fall to the ground. In this view, therefore, I think the proposition impracticable.

Again, the memorialists, while they would leave to the Executive Government the execution of the public works, propose to stipulate for some legal provision for their completion, &c. What is the nature of this provision does not appear; but if it be intended, as I suppose it must be, to prescribe any particular manner in which, or any particular time within which, the works in question should be completed, I think it decidedly objectionable.

The Local Government and Legislature are far more intimately acquainted with and interested in the works in question than any set of gentlemen residing in London, the majority of whom, probably, have never crossed the Atlantic. Errors were no doubt committed some years ago, in the commencement of one or two of the principal public works; but those very errors will be the safeguard against similar mistakes hereafter, more especially since the establishment of the Board of Works, and since the Union Act has placed in the hands of the Government the initiation of money votes. It is my intention to submit to the Legislature, at their next meeting, a plan for the promotion of all the principal works in this country; and the decision on the measures to be adopted may properly be left to them without the interference of the companies in question. And there is this further and conclusive objection to their proposal: that, were a loan raised on the understanding that legal provision should be made for the completion of certain works in a prescribed manner, the law which might be passed on the subject would take the form of a contract, and become irrevocable afterwards, liowever much the circumstances of the country might alter.

These are some of the objections to the proposal which occur to me most readily. I abstain from following them up, because at the present moment the matter cannot be brought to any practical result. I have already put your Lordship fully in possession of the state of the finances of Canada, and have pointed out the course which should, I think, be adopted. It will be one of the earliest and most important duties of the Legislature on its meeting to take up the same subject.

If the propositions which I have submitted to your Lordship be approved by Her Majesty's Government, the finances and credit of Canada will at once be put on such a footing as to enable her to borrow with ease in the London market the funds necessary to complete her public works. Even should those propositions not be adopted (which I should be very reluctant to anticipate), I have no doubt that the establishment of the union, and the restoration of public confidence in this province, will raise its credit sufficiently to enable it to procure funds. But, as a general principle, I should dissuade the raising of money clogged by any stipulations of an unusual nature, or which do not properly enter into monetary transactions, however advantageous such an arrangement might at first sight appear. If the resources of Canada flourish, as I expect they will, its credit will be good, and it will borrow easily; if they be not, I doubt whether any stipulations or legal enactments in regard to public works, &c., will induce English capitalists to come forward with loans.

At the same time, however, as I consider it my duty to weigh any and every scheme which may be offered by which there is a possibility of this province being benefited, I shall be quite ready, in case these companies delegate to any person power to explain their views, and also empower him to treat with the Government of Canada upon the subject, to give the best consideration in my power to what he may propose, and assist in any arrangement which may be really useful.

I have, &c.  
(signed) *Sydenham.*

--No. 10.--

(No. 113.)

EXTRACT of a DESPATCH from Lord *Sydenham* to Lord *John Russell*,  
dated Government House, Kingston, 28 August 1841.

No. 10.

Extract Despatch  
from Lord Syden-  
ham to Lord  
John Russell,  
28 August 1841.

MY duty consists in taking care that whatever works may be undertaken or expenditure incurred, sufficient provision shall be made for defraying their cost, and upholding the credit of the colony, and further in affording all the information in my power as to the best system to be pursued as regards both the execution of the works themselves, and the acquirement of the funds for their completion.

I have accordingly transmitted to the House of Assembly a Message upon this subject, together with a Report from the President of the Board of Works, of which I enclose a copy; by which I have placed before Parliament and the country the best information I possess as to the works which are likely to prove most advantageous, and a scheme for defraying their cost.

It is not in my power to say whether the whole or what part of these improvements will be adopted this session; nor is it my wish to influence the decision of Parliament upon the matter. But whatever may be determined upon, I shall of course take care, acting upon the principles I have propounded, that no expense shall be incurred, for which ample security by increased revenue shall not be afforded.

20 August 1841.

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Enclosure in No. 10.

Encl. in No. 10.

MESSAGE from his Excellency the Governor-general to the Legislative Assembly of the Province of Canada, on the subject of Public Improvements which it may be desirable to carry into effect within the said Province.—(Kingston, 20th August 1841.)

SYDENHAM.

IN pursuance of the declaration contained in his Speech from the Throne, the Governor-general solicits the attention of the House of Assembly to the public improvements which it may be desirable to carry into effect within the province, and to the means by which those works may be safely and successfully undertaken.

It has appeared to the Governor-general of great importance that Parliament as well as the Executive should have distinctly brought before them, in one general plan, the whole of the different works which are demanded by the public voice, and appear likely to tend to the increase of trade and to the advantage of the country. Such works as the Legislature shall decide upon adopting may thus be conducted upon one uniform system, having reference as well to each particular work as to the whole, and great advantage will result both as regards their execution, and in making provision for the funds necessary for the undertaking.

The Governor-general accordingly directed a Report to be prepared upon the subject by the President of the Board of Works, and that department having now been established by law for the whole province, he transmits this document for the consideration of the House of Assembly.

This Report will be found to embrace all the great improvements which appear at all desirable for some time to come, or that afford promise of rendering a return for the capital to be expended upon them:—the completion of the Welland Canal; the opening the communication between Kingston and Montreal by the St. Lawrence for schooners and steamboats; the improvement of Lake St. Peter, and the navigation between Quebec and Montreal for vessels of large burthen, opening the River Richelieu so as to perfect the navigation through that river by the Chambly Canal; the construction of slides for timber and other works on the Ottawa; the improvement of the inland waters of the Newcastle district; the construction of a port and light-houses in Lake Erie, and the improvement of Burlington Bay Harbour; the establishment or improvement of great lines of road from Quebec to Amherstburgh and Port Sarnia, from Toronto to Lake Huron, and between Quebec and the Eastern Townships, and the improvement of the Metis Road, and of the communications near the Bay of Chaleurs.

The total cost of all these works thus enumerated would involve an expenditure of about 1,470,000 *l.* Provincial Sterling, to be spread over a period of five years necessary for their completion.

Whether the whole or any part of these works shall be decided on by Parliament, it is clear that in the present financial state of the province, whatever is required for their construction must be provided by drawing on the public credit.

The statement of the provincial receipts and expenditure submitted to Parliament, although exhibiting, after the payment of the charges for the public service, a considerable surplus



surplus in proportion to the revenue, affords nothing from which, as capital, the costs of works of any importance can be defrayed.

Parliament must therefore provide the means for raising the capital required for the execution of these public works which it may determine to adopt, and at the same time afford such security as may be necessary for the annual interest upon the money to be borrowed, as well as for the gradual extinction of the debt, until the works themselves become productive.

If the whole of the works specified in the report are determined upon, the charge for interest upon the total sum required, calculated at the rate of interest usual in this province, would be between 80,000 £. and 90,000 £., a charge which it would be difficult to impose at once upon the country.

Means however exist by which such an increase of the charge upon the revenue of the province may be materially reduced, whilst the capital itself may notwithstanding be provided.

The reduction of the interest of the public debt through the assistance to be afforded by the Imperial Parliament, would probably reduce the present charges upon the provincial revenue by a sum of between 15,000 £. and 20,000 £. per annum, which will thus become available as security for any fresh loan.

There will remain, after effecting this conversion, a surplus of from 250,000 £. to 300,000 £. still further to be raised under the Imperial guarantee at a low rate of interest, by which an additional saving will be effected of about 6,000 £. a year.

A very considerable amount of the capital required might be raised, without any charge whatever for interest, by the assumption by the province of the issue of paper payable on demand, which is now enjoyed by private banks or by individuals, without their being subjected to any charge whatever in return for the power thus accorded to them by the State. If that power were resumed to the fullest extent, a capital representing a revenue of not less than 35,000 £. a year might be provided. But even under such an arrangement as would afford great advantages to the various banks at present issuing paper, as a compensation for their being in future deprived of that power, a revenue of not less than 15,000 £. or 20,000 £. might be safely relied on.

The union of the two provinces has now placed within the control of the Parliament the regulation of the Customs duties, which under the separate Legislatures was attended with so much difficulty, and a wise and prudent re-adjustment of some of these duties will render the revenue far more productive than at present, and easily furnish, without any injury to the trade of the country or any pressure on the people, what may be further required to provide for the remaining charge.

There is also one of the works to which, although great importance is justly attached to it, it will, in the opinion of the Governor-general, be just, as well as possible, to affix a condition by which the annual charge above submitted for the whole may be diminished. The navigation of the St. Lawrence involves the expenditure of nearly one-half of the whole sum calculated on. That work is undoubtedly highly desirable, but it scarcely justifies so great an expenditure at present, unless some diminution of the annual charge for interest upon the sum to be raised can be obtained. Nor is such a diminution to be un hoped for. Many capitalists in England are interested in the promotion of this work, and especially in seeing the communication between Lake St. Louis and Lake St. Francis established on the southern side of the River St. Lawrence. The Governor-general has reason to expect that assistance will be afforded upon this condition, and he would not therefore recommend that this undertaking should be sanctioned, unless, as a condition, the greater part of the capital required for it can be raised at a low rate of interest, not much exceeding that which the province would have to support for such part of its debt as will be guaranteed by England.

Entertaining these opinions, the Governor-general has therefore directed measures to be submitted to the House of Assembly embodying them, which he recommends to their favourable consideration.

However large the expenditure may appear, to which the improvements recommended by the Board of Works will amount, the Governor-general feels that it is his duty, looking to their vast importance, to submit them to the judgment of the country, and a measure will therefore be presented to the House, which comprises the whole of them.

If they are undertaken, it is no less the bounden duty of Parliament and of the Executive Government to take care that means sufficient for their completion are provided, and that the credit of the province shall be sustained in any engagements which are rendered necessary for raising funds for that purpose. He has therefore directed that, simultaneously with the proposal for the works themselves, measures should be submitted to the Assembly for the conversion of the debt, for the establishment of a bank, and for the regulation of the customs, and he desires to express his anxious wish to concur with the Assembly in whatever decision they may arrive at by which objects of such importance to the welfare of the province may be obtained consistently with that due regard to the interests of the people, to public credit, and to the maintenance of engagements without which it would be alike unjust and impolitic to attempt to carry them into execution.

Kingston, 20th August 1841.

MEMORANDA respecting various Public Works heretofore in progress, or projected in the province of Canada; showing the ultimate cost of their completion, and the amount of the appropriations proposed to be apportioned thereto, for the several years respectively.— Prepared and submitted for the consideration of his Excellency the Governor-general.

*The Welland Canal.*

Of those works which are indispensably and immediately necessary to the advancement of the general interests of the country at large, and from which the prospective revenue may be safely calculated upon to pay the interest on the expenditure, the Welland Canal unquestionably stands foremost.

Upon this work, about 491,777 *l.* has been expended from time to time upon its construction, and as the locks, the most important part of the work, had been formed with perishable materials, the outlay upon annual repairs has been necessarily very heavy; notwithstanding which, the locks are now in a most dangerous and ruinous state. Of this sum, about 117,800 *l.* in stock is held by private individuals, for the purchasing out of which, and thereby placing the work entirely in the hands of the province, a Bill is now before the Parliament.

After a very careful consideration and revisal of the several estimates furnished by the various engineers, the completion of this work, in a permanent and fully sufficient manner, with cut stone locks of 120 feet in length, 26 feet wide, and 8 feet 6 inches depth of water on the sills, together with the required weirs, waste-gates, stone aqueduct over the Chippawa, a steam-boat lock, and a capacious and safe harbour at each of the terminations, widening of the deep cut, widening and deepening of the feeder throughout, I estimate at 450,000 *l.*

Of debentures authorized by a late Act of the Provincial Parliament to be issued for this work, about 180,000 *l.* remain undisposed of, leaving a balance of 270,000 *l.* to be further sanctioned and provided, for the ultimate full completion of the work.

It is no doubt in the recollection of his Excellency that the completion of the canal on the full scale upon which a portion of the St. Lawrence navigation was proceeded with, has been strongly urged upon the attention of Government. The chief arguments used, being the benefit of enabling Atlantic steamers, with cargoes, to proceed to the Upper Lakes, and the advantage which would be obtained in time of war, from having the power of concentrating our naval forces upon either lake, as might be required. The subscriber is of opinion that the scale referred to, viz., locks 56 feet wide, 180 feet long, and 10 feet draft of water, is quite unsuited for sea-borne steamers, and unnecessary for those well suited to the lakes, and to the commerce of the country; and that even if this scale were adopted, at enormous cost, transshipment from the sea to the lake vessels would, notwithstanding, always take place at Quebec or Montreal. In a military point of view, no doubt the second proposed advantage would be great, but being quite beyond the means of the province, the work as necessary for the trade of the country has been alone estimated for. The large lock which is proposed at each end would allow (in case of danger) of the steamers being brought up many miles inland.

From the very unsafe and precarious state of the canal, it would be of the utmost consequence to have the works commenced forthwith, if possible.

As the foregoing total estimate of 450,000 *l.* includes the sum of 35,000 *l.* for an outer harbour at Port Dalhousie, and 20,000 *l.* for one at Port Colborne, which harbours will be available to Her Majesty's vessels and others upon the lakes, independent of the canal, the entire cost of completing the latter may be set down at 400,000 *l.* The most prudent rate of expending this estimate, I consider to be as follows:—

From the present to the 1st April 1842	-	-	-	£. 50,000
Thence to 1st April 1843	-	-	-	150,000
Thence to 1st April 1844	-	-	-	150,000
Thence to 1st April 1845	-	-	-	100,000

*St. Lawrence Navigation.*

From Lake Erie to Tide-water, after passing the Welland, the next portion of the route which will require an outlay when the other improvements more immediately called for on the river below it are completed, is the part between Prescott and Dickinson's Landing, a distance of about 40 miles, in which the collective falls at a few points amount to about 22½ feet, to overcome which, by the necessary locks, &c., would require about 150,000 *l.*; but as the down-stream carriage upon this part of the river is safe and facile, and tug-boats can (although with difficulty) bring up light barges, it is considered unnecessary in the present state of the navigation generally to incur any outlay thereon.

*Long Sault, or Cornwall Canal.*

The improvement of this reach of the river St. Lawrence, in length about 11½ miles, and in which there is a fall of 48 feet, was estimated at 216,343 *l.* and was commenced in 1833–34. Shortly after operations commenced, it is stated, that from the increase on the prices of provisions, and other causes, the Commissioners considered themselves justified in adding very largely to the contract rates, in some instances, as much as 30 per cent. Under these increased



increased rates the works have been continued from that time, without reference to any fluctuation in the price of provisions.

The accounts rendered by the Commissioners up to 1st January 1839, show an expenditure of 354,203*l.* 2*s.* 1*d.* to that date, exclusive of some outstanding claims. I have had a minute and careful estimate made by Mr. Keefer, engineer to the Board, within the last month, from which it appears that the sum of 43,867*l.* is required to open the canal to the trade, and a further sum of 13,804*l.* for sundry small works, lock-houses, &c., making in all an amount of 57,671*l.* 6*s.* necessary for the full completion of the entire of the Cornwall Canal.

Although the advantages to be derived from the improvement of this portion of the navigation would of necessity be very circumscribed, until that between Lake St. Francis and Lake St. Louis was also perfected, yet in favour of the immediate finishing of the Cornwall Canal it may be justly urged:—

First.—That it would enable the river forwarders to have their barges towed up by steam from the Côteau du Lac to Kingston, by which a saving in time of two days would be made.

Secondly.—To avoid the cost of tracking up the Long Sault Rapids, which during the past year, attending this very limited trade, was 3,000*l.*

Thirdly.—The passenger trade would be much benefited by it.

Fourthly.—Some return beyond the cost of maintaining the establishment of lock-keepers, &c., would be obtained from the large sum already expended, which, until this canal is completed, must remain a caput mortuum.

#### *Improvements required between Lake St. Francis and Lake St. Louis.*

The Côteau, the Cedars, and the Cascades Rapids, between these two lakes, present most formidable difficulties to the dragging up of a small light barge with but 15 or 20 tons of cargo. To vessels of any size they are wholly insurmountable. The construction of the necessary locks and canals to overcome these difficulties, Mr. Keefer estimates at 255,900*l.*; and I have every reason to believe the work can be done for that sum.

#### *Lachine Canal.*

The only remaining barrier, after the foregoing, to the free passage of lake-going vessels between Quebec and Lake Huron, is the Lachine Canal; the necessary enlargement of which would cost, by Mr. Keefer's estimate, 225,300*l.*

#### *Lake St. Peter.*

The improvement of Lake St. Peter for deeply-laden sea-going vessels is a subject also of very great importance, and has occupied the serious consideration of the Board of Trade of Montreal, who have petitioned the Parliament for an appropriation to fit out the necessary establishment of Dredging Vessels, &c., and they propose a tonnage upon the vessels trading to the port, to pay the interest on the outlay.

The Governor-general will perceive that this proposed appropriation is inserted among the Estimates—see Appendix; but it is very desirable that a sum, say 1,000*l.* should be at once made available to make some alterations to the steamer belonging to the Harbour Commissioners, so as to have the nature of this work fully and practically tested, prior to any large expense being entered into.

#### *General Observations upon the foregoing.*

The necessity of involving the province in the cost of forming a second water communication with Tide-water, has been for a long time the subject of dispute and argument with many. Among the number of those who doubted the prudence of it, I was one until latterly; but the vastly increasing trade, doubling almost annually, and the conviction upon my mind, after mature consideration, that the lowering of freight consequent upon affording additional facilities, together with the productiveness of the Western countries, which are only now coming into operation, will increase still further this trade to an almost inconceivable extent, have convinced me that a second and more facile outlet is called for. Besides the transport being confined to the Rideau, the navigation of which depends upon the stability of dams of great height (in one case 60 feet), should any injury arise to one of these dams (as was apprehended last spring), either through accident or malice, the effects of it would be ruinous to half the commercial interests of the country.

I am decidedly of opinion, that the scale upon which the Cornwall Canal was undertaken was unsuited to the means of the province, and was not absolutely necessary for the greatest increase of trade, which the most sanguine may look forward to, and that a schooner navigation combined with a system of tug-boats would have answered every commercial purpose; but now, from the large expenditure already incurred upon the central portion, the little required to complete it, and the comparatively small saving that might be effected upon what remains to be done, by adopting the schooner scale, I am led to conclude that the best and wisest course will be to open the St. Lawrence throughout from Montreal to Lake Ontario for steam-boats and schooners,—not upon the full size of the Cornwall Canal, but on a scale sufficiently large to admit a powerful class of steamers or tug-boats to pass.

The estimates submitted herewith are based upon the principle of locks being adopted, length 175 feet, breadth 40 feet, and 8 feet 6 inches depth of water, but as some time from the present period will, under any circumstances, elapse before the actual building of locks is commenced, the question will in all probability be fully decided as to the power and suitableness of the several modes recently proposed for the propelling of vessels, and this decision will naturally govern the dimensions of the locks, and may seriously tend to a diminution of expenditure.

*River Richelieu.*

Upon the completion of the works of the Chambly Canal now rapidly advancing, the only impediments to an uninterrupted navigation between the River St. Lawrence at Sorel, and the head of Lake Champlain, a distance of about 180 miles, will be presented by the fords near St. Ours, St. Denis, and Belœil.

To remove these obstructions, by means of dredging and clearing the channel of rocks, the Legislature of Lower Canada appropriated a sum equal to about 7,650*l.* of which 4,525*l.* remain unexpended. The outlay incurred under this appropriation has effected nothing, and I am of opinion that the erection of a steam-boat lock, and a dam of moderate height, say 4 or 5 feet over low water, at or near St. Ours, is the most certain mode of obtaining the object in view, and the value of the water power which would be created by the dam, in the midst of a productive country, heretofore without mills, would yield a considerable return towards defraying the interest on the money expended.

The cost of the works is estimated by Mr. Keefer at 21,000*l.*

*River Ottawa.*

The improvement of the navigation of this river is a measure which has been for a long time strongly advocated, principally by those interested in that district of country. The project embraced the full completion of an uninterrupted navigation from the St. Lawrence by the Ottawa, Lake Nipissing, and French River to Lake Huron. The sum of 3,000*l.* was appropriated some time ago to defray the expense of a survey, on which about 1,500*l.* have been expended, but the information as yet obtained, is not at all of such a nature as to hazard an estimate of what the cost of the undertaking would be, and in my judgment this navigation is not required in the present state of the country: in saying so, I would not be understood to mean, that obstacles ought to be opposed by the Government to the project, in case the parties interested should be inclined to proceed in it upon their own resources; on the contrary, arrangements might be made mutually advantageous to them and to the interests of the province.

The improvement on the Ottawa included in this estimate (see Appendix) relates solely to the lumber trade: to afford facilities to which, by the construction of suitable slides at those places where they are most required, and to reconstruct the bridges at Bytown, it is proposed to appropriate the sum of 28,000*l.*

It will be deserving of consideration whether the property in those slides which are now in the hands of private Companies, should not be resumed by the province, remunerating the proprietors according to the terms of their charters.

The propriety of making such an appropriation will be seen, when the considerable revenue derived from this source is borne in mind, and that, notwithstanding the large amounts heretofore received from it by the country, no public money has yet been granted towards affording to this trade that assistance which its present state and prospects show to be so necessary.

*Burlington Bay Canal.*

The dangerous and dilapidated state of this very important work renders it necessary that steps be immediately taken to repair or rather wholly reconstruct it in a substantial and permanent manner. Such is its present ruinous condition, that it cannot be repaired effectually; and a few hours of a heavy blow from the east or south-east might very reasonably be expected to close it up altogether; the consequence of which would be most serious to the mercantile interests of Hamilton and Dundas, and to the extensive and highly productive country of which these ports are the outlets.

However advisable it may be for the purpose of obtaining still water, and have the entrance commanded from the land, to locate this work northward of the existing passage, yet the placing of it so much in shore, as has been lately proposed, I consider unadvisable: by so doing, sail vessels would be prevented from getting out many days during the season, and in making for it, if they did not succeed at once in getting in, would unavoidably be driven aground. The best position for the work, I conceive, is not far from the original natural outlet.

*Improvement of the River Trent and Inland Waters of the Newcastle District.*

The persisting in these works as heretofore contemplated would, as appears by the estimates, involve the province in an expenditure of about 620,000*l.* but from the rates upon which those estimates are based, I am of opinion that 200,000*l.* or 300,000*l.* in addition to that sum, would be required to effect the object.

The line of this intended water communication from the Bay of Quinté to Nottawassaga Bay, with upwards of 820 feet of lockage, a proposed depth of five feet water, continued through a series of lakes and currents, and in many cases extremely circuitous, is in my judgment quite unsuited to the principal purpose for which it was originally recommended, namely, the line by which the produce of the Western States would be sent down to Tide-

water.



water. The second argument advanced for its formation was the facility it would afford for the transport of the agricultural and other produce of the inland townships to market; and, thirdly, the advantages to be reaped by the lumberers; the two latter, I consider, can be obtained sufficiently, more immediately and at infinitely less cost, by the erection of two or three locks to connect the long existing reaches or natural navigation, by the construction of two or three cross roads from them to the nearest ports on Lake Ontario, and, finally, by the formation of slides at the places where they may be required. A farmer or merchant at the head of Rice Lake is within 12 or 14 miles of the harbours of Port Hope and Cobourg, on Lake Ontario, to which he could have facile access afforded him by an outlay of about 10,000 *l.* or 12,000 *l.*, whereas to get the same produce to Lake Ontario by the proposed navigation would require a previous expenditure on it, even according to the estimate of 233,447 *l.*, and the distance to be travelled would be about 80 miles. As to the lumber trade, I believe a very moderate sum expended on slides would effect quite as much as is necessary; indeed, I find in the original Report a passage recommending slides, "which cost comparatively little, and much better suit the purpose for heavy timber than lockage."

From the foregoing general grounds of objection, I cannot recommend the continuing of the expenditure as contemplated, upon this navigation, but I most readily admit the necessity of assisting and developing the resources of that fine district of country, which I would do, by immediately affording to it the advantages to be derived from works of the nature I have suggested; to accomplish the whole of which would cost about 50,000 *l.*

#### *Harbours and Light-Houses on Lake Ontario and Lake Erie.*

There is no expenditure more called for, and from which the benefits to be derived would be more immediately serviceable to the country, than the outlay which is required to construct or complete some harbours on the lakes. Many of those on Lake Ontario are in a very inefficient and incomplete state. On Lake Erie there literally, at this moment, is not one into which a vessel can run or remain in with safety.

The state of the light-houses on Lake Erie is equally bad; that which had been at the end of Long Point, the most important station on the lake was prostrated long since. Others have not been lighted for a considerable time. The natural consequence of all which is, that we have not now one steam-boat on this lake, and the difficulty and cost of inducing shipowners to risk their vessels into the ruins of what were constructed as harbours, is so great, as almost to put a stop to the shipping of the produce of the country.

The sum of 74,000 *l.* has been set down in the estimates, after much consideration and calculation, as sufficient to remove general and well-grounded complaints on this head.

It is intended that those harbours, where nature has offered most advantages, be completed and rendered such as they ought to be. That the present light-houses be put into an efficient state, and others erected where necessary; but as the propriety of constructing some harbours, by the Admiralty, is now under the consideration of that department, it is conceived best at the present moment to appeal to the Legislature to admit the principle, and sanction the appropriation, but not to decide finally on the particular harbours, until the decision of the Admiralty is known, which should of course govern the selection, and thereby save provincial funds.

The foregoing, it is hoped, will sufficiently explain to His Excellency the general principles upon which the appropriations for the several very important works in the first Class, (see Appendix), are based and applied for.

#### SECOND CLASS.

The works in Class Second are of a different character; they consist of main lines of internal communications, the opening or improving of which, it is believed, would conduce so much to the general advancement of the country, as fully to justify the expenditure, although the direct revenue to be derived from them, for many years, is not likely to meet the interest.

##### *Bay of Chaleurs Road.*

This line of communication along the north side of the Bay of Chaleurs, from Percé Point to the head of the Bay, a distance of 140 miles, is interrupted in two places by portions of the road which are so little formed, as to be almost impassable (one from Little Pabos to Port Daniel, the other from the Little Nouvelle to the Indian Mission, in all about 48 miles).

These portions being improved, and the Metis or Kempt Road (from Point aux Snelles, on the River St. Lawrence, to the head of the Bay of Chaleurs) better opened; the entire of Gaspé east and south, and of New Brunswick east and north, would be approachable from the St. Lawrence with facility, as New Brunswick middle and west, is by the Temiscouata Road.

##### *The Gosford Road.*

Under this head is embraced the completion of the main line leading directly from Quebec through St. Giles, Ste. Croix, Inverness, &c. to Sherbrooke, at present but partially open, and not available in summer. It passes through the large tract of good settlement land belonging to the Crown; and will curtail the line of travel between Quebec and Sherbrooke by more than 50 miles.

*The Main Northern Road from Lake Ontario at Toronto to Lake Huron.*

The opening of this Road efficiently throughout is considered highly desirable, and strongly recommended ; but the portion here more immediately referred to, is from the termination of that undertaken by the district at the Holland Landing to Barrie ; which it is proposed to drain, form and plank, and establish toll bars thereon ; from thence to Penetanguishine, it is intended to improve. By this and the expenditure of moderate sums upon one or two of the principal branches leading into the main road, and also upon the Cold Water Portage Road ; the entire of the fertile district to the North, West and South of Lake Simcoe, would be afforded the advantages of a good communication with the market and harbour of Toronto.

*The Main Province Road from Quebec to Amherstburg and Port Sarnia.*

Unquestionably beneficial as it would be to have the main Province Road properly opened and established throughout, yet such an undertaking, in the present state of the country, is altogether beyond its resources. Under this head, therefore, is embraced the improvement of those portions only, along which the advantages of water carriage are not afforded, viz. from the Cascades to the Province line, and from Brantford to London ; these portions it is proposed to properly form and macadamize or plank, and establish toll-bars thereon ; the revenue from which would be quite equal to meet the interest of the outlay. From London westward it is intended for the present only to open, drain, trunk, and form ; raising and bridging where necessary.

The building of the several bridges over the large rivers between Quebec and Montreal, the crossing of which, at certain seasons, is very dangerous, and attended with loss of life, is also calculated for.

THIRD CLASS—(See Appendix)

Consists of the several lines of roads which have been already undertaken by the respective districts, and upon which large sums have been expended ; but from their unfinished state, they are, to a great extent, unproductive. The object in introducing them into the Appendix is to bring the matter before the attention of the Legislature, and to show the amount required to finish them. Their completion will properly belong to the different districts, and can be effected under the superintendence of the district surveyors.

*Hamilton H. Killaly.*

Board of Works, 12th August 1841.

Appendix.

ESTIMATES of the TOTAL COST of constructing and completing certain PUBLIC WORKS in the Province of Canada ; showing, also, the Amounts of Appropriations proposed to be apportioned thereto, for the several Years respectively, in case the prosecution of these Works should be decided upon.

FIRST CLASS :—Consisting of those Works of purely a national character, and which are indispensable to the advancement of the Commercial and Agricultural Interests of the Country at large, and from which the prospective Revenue may be calculated upon, with certainty, to pay the Interest of the necessary Expenditure.

	Total Estimate.	Amount of proposed Appropriations for the Years				
		1842.	1843.	1844.	1845.	1846.
	£.	£.	£.	£.	£.	£.
The Welland Canal - - - - -	450,000	150,000	150,000	150,000		
The St. Lawrence Navigation ; viz.						
Prescott to Dickenson's Landing - -	151,312	-	-	51,312	100,000	
Dickenson's Landing to Lake St. Francis -	57,670	45,000	12,670			
Lake St. Francis to Lake St. Louis - -	255,900	-	55,900	100,000	100,000	
Lachine Canal - - - - -	225,300	-	55,300	60,000	60,000	50,000
Lake St. Peter - - - - -	60,000	20,000	10,000	10,000	10,000	10,000
River Richelieu - - - - -	21,000	15,000	6,000			
River Ottawa, to build Bridges and construct Slides - - - - -	28,000	14,000	14,000			
Burlington Bay Canal - - - - -	45,000	30,000	15,000			
Internal Waters of the Newcastle District, construction of Slides, Locks, and some Roads leading thereto - - - - -	50,000	20,000	20,000	10,000		
Harbours and Light-houses on Lakes Ontario and Erie, and Roads leading thereto - -	74,000	34,000	40,000			
£.	1,418,182	328,000	378,870	381,312	270,000	60,000



PUBLIC WORKS (CANADA).

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SECOND CLASS :—Consists principally of those Works connected with the Improvement of the Main Inland Communications of the Country by Roads; these, however loudly called for, and quite as necessary to the development of the resources of the Country in time of peace as those embraced in Class First, and of the utmost importance to its protection in case of war, cannot generally be relied upon as likely, for many years, to produce a direct Revenue sufficient to pay the Interest upon the requisite Outlay.

	Total Estimate.	Amount of proposed Appropriations for the Years		
		1842.	1843.	1844.
	£.	£.	£.	£.
Bay of Chaleurs Road, to moderately improve about 50 miles, now all but impassable, between Percé Point and the Indian Mission, and portion of the Métis or Kempt Road - - - - -	15,000	10,000	5,000	
Gosford Road, opening a communication between Quebec and the Townships, through the Government Block of Land, and shortening the Road between that City and Sherbrooke more than 50 miles -	10,000	5,000	5,000	
Main Northern Road from Lake Ontario at Toronto to Lake Huron, continuing and perfecting from the termination of the portion already undertaken by the District of Barrie, establishing Toll-bars thereon, and improving sundry parts thence to Penetanguishine and on the Cold Water Portage - - - - -	30,000	10,000	10,000	10,000
Main Province Road, Quebec to Amherstburg and Port Sarnia, to build certain Bridges between Montreal and Quebec, and to improve those portions of the line along which the River or Lakes are not available for the transport of the Mails, &c.; viz. To macadamize or otherwise improve that portion between the Cascades and the Province Line, and establish Toll-bars thereon	17,000	10,000	7,000	
To macadamize or otherwise complete that portion from the termination of the part already undertaken by the District at Brantford to London, and establish Tolls thereon - - -	55,000	20,000	20,000	15,000
To drain, trunk, form and otherwise improve thence to Port Sarnia	15,000	10,000	5,000	
To drain, trunk, form and otherwise improve from London to Chatham, Sandwich and Amherstburg - - - - -	36,000	15,000	15,000	6,000
Building of Bridges - - - - -	34,000	17,000	17,000	
£.	212,000	97,000	84,000	31,000

From the items of which the First Class is principally composed, it will be perceived that the necessity of opening fully our main water communications to the ocean, with a view to develop the resources of the country, and increasing its commerce and revenue, is considered indispensable, and forms the basis of the proposed appropriations. Most of the works embraced in the Second Class consists of branches leading to the main trunks formed by those in Class One, and are recommended upon the principle that it is wise legislation to leave no cause of regret to the inhabitants of the interior, in consequence of large canal expenditure or front improvements, by affording them frequent and facile access thereto, and thereby diffusing, as generally as possible, the benefits of those improvements.

Board of Works, Kingston,  
12th August 1841.

Hamilton H. Killaly, Chairman.

THIRD CLASS :—Embraces those Lines of Roads already undertaken by and at the Cost of the respective Districts, and which are in different stages of forwardness, but from their unfinished state are, in some cases, unavailable and unproductive.

	Total Estimate.	Amount for the Years		
		1842.	1843.	
	£.	£.	£.	
Queenston and Grimsby Road	42,500 *	25,000	17,500	* This exceeds the sum appropriated by former Act by about 29,888 <i>l</i> .
Kingston and Napanee Road -	6,000 †	6,000	-	† This exceeds the sum appropriated by former Act by about 2,100 <i>l</i> .
Toronto Road, North - -	25,000	12,500	12,500	
Toronto Road, East - -	7,777 ‡	5,000	2,777	‡ Being balance of appropriation by former Act.
Toronto Road, West - -	9,078 §	6,000	3,078	§ Being balance of appropriation by former Act.
Hamilton and Bradford -	9,000	9,000	-	This exceeds appropriation by former Act about 9,000 <i>l</i> .
Dundas and Waterloo - -	10,000 ¶	10,000	-	¶ This exceeds appropriation by former Act about 2,000 <i>l</i> .
£.	109,355	73,500	35,855	

Board of Works, Kingston,  
12th August 1841.

Hamilton H. Killaly, Chairman.

— No. 11. —

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot*, Bart.,  
G. C. B., to Lord *Stanley*.

Government House, Kingston,  
14 January 1842.

No. 11.  
Despatch from  
Sir C. Bagot to  
Lord Stanley,  
14 January 1842.

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My Lord,

YOUR Lordship is of course aware that in consequence of Lord Sydenham's representations relative to the financial state of Canada, Her Majesty's late Government had promised to apply to Parliament to guarantee a loan to the amount of 1,500,000*l.* for the redemption of the debt of this province, and the completion of certain public works. This intention was communicated by Lord Sydenham to the Legislature in his speech at the opening of the Session, and was by them made the foundation of an Act, the 4th & 5th Vict., c. 33; that Act is already before your Lordship for the signification of Her Majesty's pleasure thereon.

The circumstances which led to the retirement of Her Majesty's late Ministers, prevented their redeeming the pledge given in their name to the people of Canada, but your Lordship will readily believe with how much anxiety its redemption is looked for from Her Majesty's present Government; the announcement of those liberal intentions produced throughout the great body of the people a feeling of deep gratitude, and a confidence in the determination of Great Britain to maintain the connexion between herself and this province, and these sentiments will be strengthened and confirmed in proportion to the promptitude with which the matter is now taken up by Her Majesty's Government. It is from this conviction that I feel it my duty to make this the first subject of communication with your Lordship after my assumption of the Government of Canada.

It is not necessary that I should enter into any further statement respecting the finances of Canada, or the grounds which justify the determination of Her Majesty's late Government. Those questions have been exhausted in the despatches of my predecessor; and the pledge having been given and acted on by the legislature of this province, it only remains to provide for its being carried into effect.

The Act of the provincial legislature, after reciting the promise of Her Majesty's Government, authorizes the Governor to appoint such person or persons as he may think most fit to negotiate the loan, from which the legislature would seem to have contemplated that an agent would be sent from this country. I should accordingly have proceeded immediately to act on this authority; but after fully considering the matter, and making every inquiry in my power, I am satisfied that it would be very advisable, if possible, to avoid this course, and to conduct the negotiation under the immediate sanction of the Lords Commissioners of the Treasury. There is, on the one hand, scarcely any person in this country sufficiently known in the London Money Market to conduct so extensive a transaction with advantage, while the expense of sending him home, and maintaining him there during the negotiation, would be considerable. On the other hand, the loan, if effected under the immediate authority of the Lords of the Treasury, would necessarily be obtained under the most advantageous terms possible for the province, while any person who might be selected by their Lordships to conduct it, would bring to the task an experience and intimate knowledge of parties, which it would be useless to look for here. The people of this country moreover would, I am sure, see in their Lordships undertaking this duty, the anxiety of Her Majesty's Government to act towards this province in a spirit of justice, and would appreciate to its full extent the boon conferred on them. If in consequence of the fourth clause of the statute, it be necessary that the person by whom the negotiation is concluded, should hold a direct authority from the Governor of Canada, I could of course give such an authority to the individual whom the Lords of the Treasury might select.

Under these circumstances, and considering that as the loan is to be guaranteed by Great Britain, she is as much interested as this province in its successful negotiation, I trust that the Lords of the Treasury will not refuse to undertake this business. It would be for their Lordships to determine whether it should be managed by a member of their own department, or only under their authority and control; and although such a transaction would be beside the ordinary course of business, yet as the circumstances out of which it has arisen, and the position of  
this



this province are of no ordinary character, they would, I think, justify an extraordinary mode of proceeding, and one which, even if irregular, is so clearly for the public advantage.

I would beg to urge this matter on your Lordship's earliest and most earnest attention, as one by which our success in this province may be much affected, and on which it will be necessary that I should be able to make a communication to the legislature at their first meeting.

I have, &c.

(signed) *Charles Bagot.*

— No. 12. —

(No. 112.)

COPY of a DESPATCH from Lord Stanley to the Right honourable Sir Charles Bagot, Bart., G. C. B.

No. 12.  
Despatch from  
Lord Stanley to  
Sir C. Bagot,  
2 April 1842.

Sir,

Downing-street, 2 April 1842.

AMONG the Acts of the late Session of the Canadian Legislature, there are none which have been more anxiously considered by Her Majesty's Government, than those numbered respectively 28 and 33, and intituled, (No. 28), "An Act to appropriate certain Sums of Money for Public Improvement in this Province, and for the Purposes therein mentioned;" (No. 33), "An Act to facilitate the Negotiation of a Loan in England, and for other Purposes therein mentioned."

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The objects contemplated by these Acts of relieving the finances and improving the credit of Canada, and, at the same time, of developing, by measures of extensive internal improvement, the vast natural resources of the province, are viewed by Her Majesty's Government with hardly less of interest than by the Legislature and people of the Province; and every consideration of good faith and of policy would lead Her Majesty's Government scrupulously to fulfil, to their utmost extent, the pledges of assistance held forth by their predecessors in office, and communicated to the Legislature of Canada by Lord Sydenham; and also to aid in the accomplishment of the objects sought to be attained by the Acts now under consideration.

I may add, that Her Majesty's Government are aware that these Acts were framed and submitted to the Legislature with the concurrence and sanction of the late Governor-General; and that it is therefore peculiarly desirable that they should so be dealt with, as to lead to no inconvenience to the province, and no disappointment of expectations justly entertained.

It is with these views that Her Majesty's Government have entered upon the consideration of the advice which it is their duty to tender to Her Majesty respecting the two Acts in question. And I proceed to communicate to you, for the information of the Legislature, the course which it has been deemed right to take, and the reasons by which that course has been suggested. In order, however, to place the matter fully before you, it is necessary that I should recapitulate the principal facts of the case.

In considering the question then pending, of the union of the provinces of Upper and Lower Canada, Lord Sydenham could not omit from his view the financial condition of the United Province, and in bringing the subject officially under the notice of the Home Government, on the 27th of June 1840, he suggested that on the completion of the union, measures should be taken for "guaranteeing a loan, which would remove a considerable charge, arising from the high rate of interest payable by the province on the debt already contracted, or which it would have to pay for raising fresh loans which may be required hereafter for great local improvements."

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On the 24th of the following month, my predecessor, in a letter to the Treasury, states as follows:

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"Your Lordships should be apprised that Her Majesty's Government have always had it in contemplation to support the credit of Canada, by guaranteeing the Upper Canada debt.

"Previously to quitting this country, the Governor-General was informed by Her Majesty's confidential advisers of this intention, and was left at liberty to announce it, if he thought it necessary, in Canada.

"Although Mr. Thomson abstained from making such an announcement, and Her Majesty's Government therefore stand unpledged and uncommitted, high motives of public policy render the proposal of such assistance to the finances of Canada scarcely less imperative on the Government than it would have been, had a solemn engagement been entered into on the part of the Crown.

"The utmost extent to which the Ministers of the Crown can proceed, is to promise to recommend to Parliament, in the next Session, such a guarantee of the actual debt of Canada as may enable the Legislature to reduce the interest now payable to a lower rate."

Lord Sydenham explained his view of the mode in which it would be advisable to render the proposed assistance, in two despatches, dated the 22d and 25th February 1841.

He states that nearly all the Canadian debt had been contracted for public works, begun, but not completed, from which, when completed, a revenue would be derived, but which, at the same time, could only be rendered productive by fresh expenditure.

The province was therefore represented by him as "sinking under the weight of engagements which it can only meet by fresh outlay."

And he mentions, in illustration of his meaning, the case of the Welland Canal, upon which £.400,000 (the real amount appears from the Report of the Canadian Board of Works to be £.491,777) had been laid out. The tolls on this Canal, in the preceding year, amounted to £.24,000, and would, "without the slightest doubt," amount to between £.40,000 and £.50,000 in each year, if the Canal could be kept open, "and to a far larger amount hereafter;" but in order to secure this advantage, a further outlay, "equal, almost, to that already expended," is required, and without this further outlay "this great work must inevitably go to ruin."

"If no means can be found," his Lordship remarks in the subsequent despatch, "to finish these works, either by an advance of money, or by so improving the credit of the province as to enable it to borrow in the market at a rate of interest not exorbitantly high, they must go to ruin and remain unproductive of any revenue, and in that case the annual charge for interest, (on the debt contracted for the purpose of executing these works), is as much a dead weight upon the income of the country as the interest of the National Debt in England."

The interference of Parliament, therefore, he adds, to be really useful, must not only go to the extent of reducing the rate of interest on the debt already contracted, but must also furnish the additional funds required to make the past expenditure productive by the completion of the works.

The plan proposed by him for the accomplishment of this double object is, that the British "Treasury should be authorized to raise a loan to the amount of a million and a half, the proceeds to be applied, first, to the liquidation, at *par*, of the Canadian debt, and the residue for the completion of such public works as might be deemed expedient.

"The debt to be made a first charge upon Canadian revenues before all other debt, if any afterwards be contracted by the province, and to be specially provided for as such by the Canadian Legislature.

"All tolls or other securities which had been mortgaged to the province as security for the present debt, to be made over in the same way. The Canadian stockholders to be compelled to receive their money at *par*, or new stock at a price proportionate to it.

"No portion of the fund applicable to public works to be expended on any work which was not wholly and absolutely under the direction of the Executive Government, whether private stockholders had or had not any interest in the undertaking."

By following this course, Lord Sydenham observed, the two-fold object would be accomplished, of relieving the province from an annual charge upon the whole debt of nearly Two per cent., and of preventing the stockholders from obtaining the unfair advantage which they would otherwise acquire from the greatly increased marketable value which their stock would undoubtedly obtain if the credit of Canada generally were materially raised through the assistance of the British Government.



To these despatches Lord John Russell returned the following answer, dated the 3d of May 1841 :

“ You have stated the debt of the United Province to amount to 1,226,000*l.*, and, with the sum required to complete public works necessary for the free passage between the western portion of the province, the St. Lawrence and the sea, to about 1,500,000*l.*

“ The Queen’s Government coincide in your views of the expediency of making such an arrangement as may employ the credit of this country for the benefit of the finances of Canada, and have given their best consideration to the plan proposed in your despatches.

“ They are of opinion that such an arrangement, if carried into effect, with the consent of the creditors, would be in every way desirable ; but they feel that the objections to a Bill compelling parties to receive payment of their money in breach of agreements entered into with them by competent authority, are insuperable.

“ Her Majesty’s Government are ready to give any assistance, in conformity with your proposal, which does not appear to them inconsistent with good faith. They are ready to propose to Parliament to guarantee a loan which may be required for public works (under the restrictions suggested by you) for the repayment of such part of the debt as may be now redeemable, or may be held by creditors, who shall declare themselves willing to accept reasonable terms.

“ With regard to this latter sum, it appears to the Government most expedient that you should fix such terms as you may consider sufficient to induce the creditors to accept the proposed equivalent (not of course exceeding 100*l.* for every nominal 100*l.* lent), that you should make known such tender in such way as may appear to you most advisable, giving the holders sufficient notice and information, and fixing a given day before which the willingness of the parties to accept such offer should be sent in.

“ To do this, an Act of the Canada Legislature will be necessary ; and when that is obtained, the subsequent arrangements might be made, or through some party deputed on the part of the Canadas to this country, with full instructions.

“ Upon receiving the information of the assent of the parties accepting the terms proposed, the necessary means may be taken in this country to raise the requisite funds ; and it may be expedient that you should fix the day for paying off such assenting creditors, and other claims, at a time when the Parliament of this country is sitting ; for should it be necessary to have recourse to a loan, such a measure has always been considered open to objection during the prorogation of Parliament.”

The subject was then laid by Lord Sydenham before the Canadian legislature, and the following is an extract of his speech upon that occasion :

“ Many subjects of deep importance to the future welfare of the province demand your early attention, upon some of which I have directed bills to be prepared, which will be submitted for your consideration.

“ Amongst them, first in importance at the present juncture of affairs, is the adoption of measures for developing the resources of the province by well considered and extensive public works.

“ The rapid settlement of the country, the value of every man’s property within it, the advancement of his future fortunes, are deeply affected by this question.

“ The improvement of the navigation from the shores of Lake Erie and Lake Huron to the ocean, the establishment of new internal communications in the inland districts, are works requiring a great outlay, but promising commensurate returns. To undertake them successfully, large funds will undoubtedly be required, and the financial condition of the province, as it stands at present, would seem to forbid the attempt. But I have the satisfaction of informing you, that I have received authority from Her Majesty’s Government, to state that they are prepared to call on the Imperial Parliament to afford their assistance towards these important undertakings.

“ In the full belief that peace and tranquillity will be happily re-established in this province, under the constitution, settled by Parliament ; and that nothing but a relief from its most pressing difficulties is wanting to its rapid advancement to prosperity, they will propose to Parliament, by affording the guarantee of the Imperial Treasury, for a loan to the extent of no less than 1,500,000*l.* sterling, to aid the province, for the double purpose of diminishing the pressure of the interest on the public debt, and of enabling it to proceed with those public undertakings

whose progress during the last few years has been arrested by the financial difficulties.

“ I shall direct a measure to be submitted to you, embracing a plan for this purpose, and I shall lay before you, for your information, and that of the people of Canada, extracts from the despatches which convey to me this most gratifying assurance.”

From these documents, it will appear that the object which Her Majesty's Government had in view in 1841, was to render such assistance to Canada as might enable the United Province to improve its financial position, and to advance the most necessary public works; and it was supposed that both these objects might adequately be effected by guaranteeing a loan to the United Province of 1,500,000.

The financial arrangements, however, actually proposed by Lord Sydenham to the Canadian Legislature, and adopted by them, is very different from this.

That arrangement, it is true, has for its basis the guaranteed loan of 1,500,000*l.* but there is added to this a further loan of 1,659,689*l.*, which is proposed to be raised exclusively for the execution of public works, making a total proposed debt of 3,159,682*l.*

Her Majesty's Government have given to this financial project, and the acts by which it is proposed to carry it into effect, their most deliberate and anxious consideration; and the result of that consideration has been to impress upon them a very strong conviction that the measures, if acted upon in their present form, far from relieving, would have the effect of seriously embarrassing the finances of the province, while they are happy to believe that, by the adoption of a different mode of applying the credit of the mother country, substantial relief may be afforded, and the great objects contemplated by the two Acts now before me, and recited in the Preamble to No. 33, may be as speedily, and more advantageously and economically effected.

The existing Canadian debt is stated by Lord Sydenham at 1,226,000*l.*, and the annual interest at 72,537*l.*; to pay off this debt, and to carry on certain public works, it is proposed to raise, under the guarantee of the British Government, a sum of 1,500,000*l.*, the interest upon which, at four per cent., will amount annually to 60,000*l.*

There would thus, no doubt, be a reduction of interest payable by Canada, to the amount of about 12,000*l.* a year, besides a sum applicable to public purposes of about 274,000*l.*

On the other hand, it appears, by a subsequent letter from Lord Sydenham, that the debt of the province has been since increased by a sum of 100,000*l.* for the purchase of shares in the Welland Canal, and 26,000*l.* authorized to be raised in East Canada for public works.

Setting these last-mentioned sums apart, Lord Sydenham calculated the surplus income of the province at 3,119*l.*, to which would have to be added the interest on the present debt, which would be paid off, amounting to 72,537*l.*, making in all 75,656*l.* to meet the interest on the substituted debt of 1,500,000*l.*, at four per cent., or 60,000*l.*; and the interest at five per cent. on the additional loan of 1,678,682*l.* or nearly 84,000*l.*, in all 144,000*l.*, leaving an annual deficit, exceeding 68,000*l.*

Lord Sydenham seems to have been fully aware that this second loan would be a severe trial to the finances of the province; and in his message to the Legislative Assembly, dated the 20th of August 1841, on the subject of the proposed public works, he alludes to the following, as means by which the burden of this additional charge might be considerably lightened.

1st. A reduction of interest to the extent of between 15,000*l.* and 20,000*l.* a year on the existing debt, to be effected by the guaranteed loan.

2d. The surplus on the guaranteed loan, after providing what is required to pay off the existing debt, by means of which Lord Sydenham calculated that a further saving of interest might be effected of about 6,000*l.* a year.

3d. The assumption by the province of the issue of paper payable on demand, which is now enjoyed by private bankers or by individuals.

4th. A wise and prudent re-adjustment of the custom duties, which the union of the two provinces has now placed within the control of the Legislature.

The



The reduction of interest on the existing Canadian debt, which is the first of these four items, has been already allowed for to the extent of 12,000*l.* in calculating the probable deficit.

The surplus on the guaranteed loan would certainly be an important fund; but the policy of borrowing 274,000*l.* more than is required, in order to enable new obligations to be contracted, is at least questionable.

The third resource calculated upon can now be of no effect, because Lord Sydenham, finding that he should be unable to carry his plan for the exclusive assumption of the issue of paper by the Provincial Government, prudently abandoned it, and an Act has been passed instead, confirming the privileges enjoyed by the Banks.

The fourth item, therefore, is the only one on which any reliance can be placed for a set-off to the new charge which would be imposed upon the province by having to provide for the interest of the additional loan. There is reason to expect that the recent revision of the Canadian custom system will be productive of an increase of revenue; but the result of this measure is, as yet, much too uncertain to render it safe to contract a load of debt, which, unless the measure should be completely successful, would entail the most serious consequences on the province.

These calculations, moreover, are founded on two suppositions, both of which appear to be open to grave doubt: 1st. That all the existing creditors will consent to be paid off; and 2d. That the additional loan can be raised on the credit of the province, at a rate of interest not exceeding five per cent. Unless these propositions can be established, the result to the province will be even more unfavourable than I have hitherto assumed it to be. Now, it appears obvious, with regard to the first, that in the event of the British Government guaranteeing the public debt of Canada, the stockholders will have no inducement to accept (and, unless willing, cannot be compelled to accept) a lower rate of interest than they have now a right to claim; and that the debentures, which are now, perhaps, nominally at 75 or 80, will immediately rise to par, and will, to that extent, augment the actual debt of the province; and as to the second point, if the existing debt of Canada has been contracted at a rate of interest varying from six to eight per cent., when it was a first charge upon the revenues, it is difficult to understand how a fresh loan can be raised on the credit of the province at five per cent., when the finances shall have been charged with an additional burthen of 1,500,000*l.* in the shape of debt to the mother country.

These combined considerations have led my colleagues and myself to the conclusion, that, consistently with our duty and with the interest of Canada itself, it will not be possible for us to advise Her Majesty to assent to the two Acts which are now under consideration; and it devolves therefore upon me to instruct you to take the earliest opportunity of bringing the whole subject, fully and unreservedly, under the review of the Provincial Legislature.

You will state to them that they and Her Majesty's Government can have in view but one and the same object, that, namely, of applying the credit of the mother country to the promised amount of 1,500,000*l.* in such a manner as most effectually, most economically, and most beneficially to the province, shall conduce to the maintenance of public credit, and to the promotion of those great undertakings of internal improvement, which may ultimately make an ample return for the original outlay, but upon which, unassisted, the province could not safely enter.

In pursuance of this view, I am to acquaint you that Her Majesty's Government are of opinion that it would be inexpedient to interpose the credit of this country between the province and the creditors under the existing debt; and that it is more for the advantage of the province that the aid to be rendered should be applied exclusively to the promotion of the great works intended to be undertaken, than to effecting any reduction in the interest of the debt as it stands at present. Her Majesty's Government are not unaware that by thus advancing their credit upon a secondary rather than on a first security, they are incurring a greater pecuniary risk than was contemplated by Lord Sydenham, but they are willing to incur this risk for the purpose of maintaining to its fullest extent the pledge given in the name of the British Government, and at the same time avoiding

the probable inconvenience to the financial affairs of Canada, which they cannot but anticipate from a literal compliance with Lord Sydenham's engagements as interpreted by the two Acts of the Canadian Legislature, assented to by him the day before his death.

You will acquaint the Provincial Parliament that although Her Majesty's Government may entertain reasonable doubts as to the sufficiency of the estimated surplus, even after the augmentation which may be expected from the new customs duties, to provide for the interest of the two Loans proposed to be contracted, they do not doubt that the Provincial Revenue thus augmented, will enable the local Legislature to enter, if unencumbered with other obligations, into negotiations with the creditors under the existing debt, and either to continue during the terms of their respective engagements the present rate of interest, or to extinguish the debt by mutual agreement before the period stipulated under the present engagement, on far more favourable terms than the British Government could do, if they were to become responsible for the amount. That Her Majesty's Government therefore do not propose to interfere with the existing debt; but that with the view of furthering the important objects contemplated by the Act numbered 28, they propose to pledge the credit of this country to a sum not exceeding 1,500,000 *l.* to be advanced to the province from time to time in such proportions as may be required at 4 per cent., and with a provision to be made for a sinking fund at the rate of not less than 5 per cent. per annum of the principal, to be secured in the first instance upon the tolls of the works to be undertaken, and taking as a collateral security the ordinary revenues of the province, the charge to rank next in order to the obligations now by law permanently attaching to the consolidated fund.

It remains to be considered what are the public works towards the accomplishment of which it would be most desirable that the credit of this country should be applied; and I apprehend that there can be no doubt, as to the principle to be applied, in selecting such as partake least of a local, and most of a general character, as tend most to the extension of the great lines of communication, and the promotion of trade and intercourse rather than such as tend more to the immediate local advantage of particular districts. These last are objects perhaps for aid from the Provincial Treasury, but primarily to be promoted by local exertion. The former are objects of colonial, and I may even add, of national interest and importance.

Foremost among them stands the improvement of the navigation of the St. Lawrence; this mighty stream, with its chain of lakes and its tributary rivers, forms the great natural highway of Canada, and not only of Canada, but also of a great portion of the United States, and of very extensive tracts of unoccupied fertile country, belonging both to ourselves and our neighbours, which will form flourishing states and provinces in the time of our children and grandchildren.

To throw this great highway completely open, by means of substantial and permanent public works, would be an undertaking worthy of British enterprise, and one which, although chiefly and primarily essential to the advancement of Canada, would probably, both in a commercial and political point of view, not be without its advantage to the mother country.

The steps which have been already taken for this purpose have fully established the practicability of the plan; but they have likewise proved that it cannot be properly or economically accomplished by desultory and comparatively unskilled efforts, or without a more effective system of superintendence than has yet been applied to the undertaking.

The cost of the works on the direct line of the navigation of the St. Lawrence and the lakes, as estimated by the Canada Board of Works, is 1,200,182*l.*

Besides which, the following objects are properly included by the Canadian Board of Works in the first class of public works:

Harbours and lighthouses on Lakes Ontario and Erie, and roads leading thereto, 74,000*l.*

Burlington Bay Canal, the object of which is to keep open a natural inlet of Lake Ontario, stretching towards the important towns of Hamilton and London, 45,000*l.*

River Ottawa, to build bridges and construct slides, 28,000*l.*

Improvement



Improvement of the navigation of the River Richelieu, 21,000*l*.

All which public works, taken together, amount to 1,368,182 *l*.

I do not pretend to say that the above are the works to which the aid of the mother country ought to be exclusively directed ; but they appear to comprehend those which may emphatically be called national, and are most properly included in the first class, enumerated by the Board of Public Works, which forms the basis of the Public Works Act. That report, however, divides works proposed to be executed into three heads, the second of which consists of what are called main trunk roads. I do not at all question the propriety of a public expenditure for objects of this description, and in authorizing you to state to the Provincial Parliament, that Her Majesty's Government will be prepared to sanction a loan of 1,500,000*l*. for the improvement of the public communications in Canada, whether by land or water, you will understand that the Legislature will exercise a discretion as to the works to be undertaken, so that the improvement of the St. Lawrence and the Lakes be the first object, and that the total amount to be raised on British credit do not exceed the stipulated sum of 1,500,000*l*.

As Her Majesty's Government have no wish to derive any profit from this advance of the capital and credit of this country, provision may be made in the Act which it will be necessary to introduce for vesting the works in the Provincial Parliament, whenever the original outlay shall have been repaid ; and the province should be entitled out of the accruing proceeds, or otherwise, to pay off, from time to time, such portion of the debt as they may deem expedient, over and above the stipulated interest and sinking fund. The amount of tolls, whether on water communication or on roads made at the expense of the public, must of course be left to the discretion of the Local Legislature.

It can hardly be doubted that works so extensive, and calculated to produce such important results, ought to be superintended by the best professional assistance which it is possible to obtain. Her Majesty's Government entertain no doubt of the anxious desire of the Canadian Board of Works to discharge with fidelity the arduous duties which will devolve upon them ; but I can as little doubt the anxiety which they must feel to have associated with them, in such a trust, the best professional assistance which it is in the power of the mother country to furnish. It is therefore my intention, in anticipation of the acquiescence, which I cannot for a moment doubt, of the Colonial Legislature in the general arrangements suggested by Her Majesty's Government, to send over an officer of engineers, whom, as Her Majesty's Commissioner, I trust the Legislature will have no difficulty in associating with the Board of Works in the superintendence of the works to be undertaken, and whose experience may probably enable the undertakings to be conducted with the efficiency and economy which must be alike the interest of the colony and of this country.

You will communicate this despatch to the Provincial Parliament at their meeting ; and I trust that by laying before them thus fully and unreservedly the whole of the motives by which Her Majesty's confidential servants have been actuated in advising Her Majesty to suspend, for the present, the signification of Her pleasure upon the Acts to which I have referred, you will be enabled to convince them that the only object which they have in view is to apply the promised aid of the credit of this country in such a manner as shall be most advantageous and most economical for the province, and most conducive to the early development of those great resources which it possesses, and the extension of which cannot but tend to strengthen the bonds of affectionate connexion between Canada and Great Britain.

I trust that, with the assistance of those whose advice you can command in the province, you will have no difficulty in submitting to the Legislature such a measure as will carry out the views which I have indicated in this despatch.

I have, &c.  
(signed) *Stanley*.

— No. 13. —

(No. 90.)

No. 13.  
Despatch from  
Sir Charles Bagot  
to Lord Stanley,  
28 April 1842.

EXTRACT of a DESPATCH from the Right honourable Sir *Charles Bagot*, Bart.  
G. C. B. to Lord *Stanley*.

Government House, Kingston,  
28 April 1842.

Page 69.

YOUR Lordship's despatch of the 2d instant, No. 112, on the subject of the guarantee by the Home Government of a loan in aid of the resources of this province, reached me at Toronto on the 24th instant. The importance of the subject, and the little time which I have yet had for considering it, must prevent my expressing any decided opinion respecting the change at the present moment. As far as I can see, however, it is nearly if not quite as advantageous to the province as the arrangement proposed by Lord Sydenham; though to the mother country it is of course less so, inasmuch as the guarantee which they offer will no longer be secured as a primary charge on the provincial revenue.

There are, however, one or two points in your despatch to which I feel it my duty to call your Lordship's early attention. You direct me to lay your despatch before the Legislature at its next meeting; and you observe, that I am to understand that the Legislature will exercise a discretion as to the works to be undertaken, so that the improvement of the St. Lawrence and the Lakes be the first object. I would submit for your Lordship's consideration whether it would not be advisable to modify this instruction.

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There was at this time no officer within the province responsible for the estimates and plans of such improvements; and accordingly committees of the Assembly used to be appointed, composed of unprofessional persons, by whom the estimates and plans submitted to the House were revised and altered. It is well known that under this system many works were commenced on notoriously insufficient estimates, in the certainty that when the first outlay had been incurred, the province would not allow it to be altogether thrown away, but would grant the additional sums necessary to carry on the work. This was the case especially with the Welland and St. Lawrence Canals, on which a large portion of the debt of Upper Canada has been expended.

When Lord Sydenham arrived in Canada, he found a Board of Works established in the Lower Province under an ordinance of the special council, the chairman of which was a Montreal lawyer, and the members gentlemen engaged in commercial pursuits: in Upper Canada no such body existed at all. Early in 1840 he proceeded to reorganise the Lower Canada Board, and appointed as its chairman Mr. Killaly, a civil engineer, formerly employed under the Board of Works in Ireland, and selected as its subordinate officers individuals who had received a professional education. By an Act passed during the last session of the Legislature, this Board was entrusted with the duty of preparing all estimates and plans for public works within the entire province, and with the application of all monies voted for them by the Legislature. The system of irresponsible committees formerly prevailing in Upper Canada was thus got rid of, and a guarantee afforded that no work should be proposed to the Legislature except with an authentic estimate of its entire probable cost, and with a security for the due application of any sum that might be voted by them for it.

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It may no doubt be said that the clause of the Union Act by which the initiation of money votes is reserved to the Government, and the provisions of the Board of Works Act to which I have before referred, would enable the Government to resist any such irregular proceedings; but I would beg your Lordship only to consider what would be the pressure on the local Executive if it could be plausibly represented that they were using their legal powers to resist not only the provincial Legislature, but the Home Government, by whom the money was to be raised. Such a resistance would end in defeat, and in the most extreme unpopularity.

Under all these circumstances, I would request your Lordship's permission, instead of laying before the House your despatch *in extenso*, to lay before it only so much as explains the nature of and reasons for the change in the scheme proposed by Lord Sydenham; leaving to the Government to propose, on its own responsibility,



responsibility, and in conformity with English usage, the scheme of works to be proceeded with.

The other point on which I think it necessary to make some remarks, is the appointment of an engineer officer as Commissioner on the part of Her Majesty's Government to superintend the execution of the works. I have already mentioned that the present chairman of the Board of Works is a professional gentleman formerly employed under the Board of Works in Ireland, and I enclose herewith a copy of a communication which he has addressed to me upon this subject. I transmit this paper, because I fear that some misapprehension may exist in England, in regard to the present composition of the Board. Of course as Her Majesty's Government provide the funds with which the public works are to be conducted, it is but reasonable that they should have a share in the management of it, if so desired. To such an appointment Mr. Killaly would not I am sure object, but it would be highly desirable that the person to be selected should be a civil and not a military engineer. The rules of the military service render officers of the royal engineers responsible to their own immediate superiors, and to no one else; they correspond only through them, and receive their instructions in the same course. Where employed on civil works, this system inevitably produces delay and confusion, and not unfrequently collisions of authority. In every instance, I believe, in which civil and military engineers have been placed on the same works in this province, and the instances are not infrequent, these inconveniences have arisen. If, however, your Lordship would select a civil engineer to co-operate with the Board of Works as Her Majesty's Commissioner, I do not apprehend that any difficulty need exist; none I am sure would be made by Mr. Killaly. But I apprehend that the Legislature would view with some dislike the appointment of a military man, the rules of whose profession, as they know from experience, would prevent them from requiring from him that full information which they would at once obtain from a civilian.

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Enclosure in No. 13.

Sir,

Kingston, Board of Works Office,  
28 April 1842.

Encl. in No. 13.

I TAKE the liberty of making a few remarks connected with the proceedings and organization of the Board of Works of this province, which strike me as being necessary to correct a misapprehension that (from portions of the despatches your Excellency laid before Council yesterday) appears to exist in England respecting that department.

Upon Lord Sydenham's arrival in Canada, he found a Board of Works established in the Eastern portion of it, the chairman of which was a lawyer, and the other members gentlemen engaged in mercantile pursuits. Under their control and direction were the several works then being carried on. In the Western section (formerly Upper Canada) the management of public expenditure for such purposes was in the hands of several Commissioners, named from time to time by the Parliament for the respective works; the appointment of these Commissioners, the amount of appropriations entrusted to them, the objects on which they were to be expended, were all, in fact, dependent on Parliamentary influence, and too often regulated by political cabal, all of which gave rise to a system which, for profitless outlay of public money, could only be compared to the abuse of the grand jury presentment system which existed in Ireland prior to the formation of the Board of Works under Colonel Burgoyne in that country.

Lord Sydenham's first step was to recognise the Board of Works of Lower Canada, and upon the Union Act being passed, to extend its powers to the province at large. Pending the general establishment of the Board, and previous to the meeting of Parliament, I prepared, by order of the Governor, detailed memoranda respecting all the works of every description, either in progress or in contemplation, amounting to about ten millions of pounds. I had no difficulty in pointing out the inadequacy of the means of the province to those undertakings; the impropriety of many of them; the expediency of abandoning (at least for some years) others upon which very great outlay would be necessary, and of substituting those which, although involving comparatively but little cost, would fully meet the wants of the country, not only for the present, but for a long period to come.

Upon these memoranda were chiefly based the principles of the Appropriation Bill passed last session, and by them was governed the general estimate of all works then proposed to be undertaken, amounting to about one million and a half.

My being appointed to the highly responsible office of chairman of the Board of Works upon its reorganization, I presume was owing to the fact of my having exercised the profession of civil engineer for nearly 20 years previous to my coming to this country; to my full acquaintance with all the great works of Britain; my knowledge of this country and its wants,

wants, acquired during a residence of eight years in it ; to the position I hold in public estimation, evinced by my return as a member of the Assembly ; but above all, to letters of recommendation from Lord Stanley to Sir John Colborne, from General Burgoyne, and the Irish Board of Works, under whom I had been extensively employed, and prior to the establishment of which I had the honor of being largely and confidentially employed by the Irish government for many years.

Until the last year or two the province laboured under a great dearth of engineering skill, the natural consequence of the system already alluded to, and the effects of which are but too evident from the present dilapidated state of most of the public works ; but since the establishment of this Board professional men of high standing, chiefly from England and Scotland, have settled in the country, who have most creditable testimonials as to their capabilities from the late Mr. Telford, Messrs. Brunel, Walker, and others of the most eminent men in England ; and under whose immediate superintendence all public works are now carried on ; the detailed plans and construction of which will bear comparison safely with the most celebrated in Europe.

I would not have your Excellency infer that I am in the slightest degree indisposed to act in concert with any person that the Imperial Government may think fit to send out either as commissioner or engineer ; but I am free to confess that in the former capacity I see much political difficulty, which it is not necessary to enter upon now, it having been stated by several of the Council yesterday. I foresee no embarrassment likely to be created by the appointment of an engineer to the Board, selected at home ; the gentleman at present filling that office could be placed upon some of the works, for the management of which his practice and acquirements perfectly qualify him ; but it may not be unnecessary to remark that the peculiar severity of the frost of this province, the nature of the materials, rates of labour and work, &c. &c. render it more than desirable that a professional man, however competent he may be, should, in order to practise or advise in Canada, with credit to himself and safety to the public interest, have had previous acquaintance with it, or with a country under similar circumstances.

To His Excellency Sir C. Bagot,  
&c. &c. &c.

I have, &c.  
(signed) *Hamilton H. Killaly.*

No. 14.  
Despatch from  
Sir C. Bagot  
to Lord Stanley.  
6 May 1842.

— No. 14. —

(No. 101.)

EXTRACT of a DESPATCH from the Right honourable Sir *Charles Bagot*, Bart.  
G. C. B. to Lord *Stanley*.

Government House, Kingston,  
6 May 1842.

SINCE I addressed your Lordship on the 28th ultimo relative to the course which Her Majesty's Government have decided to pursue in respect to the Acts passed by the Legislature of this province during their last session, for raising a loan and for carrying on public improvements, the subject has, I need hardly observe, engaged my most serious attention. As further reflection has convinced me that it would be much more advantageous to this province that the scheme proposed by the late Governor-general, and approved by the two Houses of the Legislature should not be interfered with, and that the difference between that scheme and what Her Majesty's present Government announce their intention to bring forward, is not essential, I feel it my duty to explain to your Lordship the grounds of that opinion, in the hope that my despatch may yet be in time to obtain from Her Majesty's Government a reconsideration of the subject. In performing this duty, it will be convenient that I should first address myself to the objections urged in your Lordship's despatch against the scheme embodied in the two Acts now under consideration.

Your Lordship, after recapitulating the correspondence between Lord Sydenham and Lord John Russell on the subject of the loan, and adverting to Lord Sydenham's message to the Legislature of the 20th August, proceeds as follows : "From these documents it would appear, that the object which Her Majesty's Government had in view in 1841, was to render such assistance to Canada as might enable the United Province to improve its financial position, and to advance the most necessary public works ; and it was supposed that both these objects might adequately be effected by guaranteeing a loan to the United Province of 1,500,000*l.* The financial arrangement, however, actually proposed by Lord Sydenham to the Canadian Legislature, and adopted by them, is very different from this. That arrangement has, it is true, for its basis, the guaranteed loan of 1,500,000*l.*, but there is added to this a further loan of 1,659,682*l.*, which is proposed to be raised exclusively for the execution of public works ; making a total proposed debt of 3,159,682*l.*"

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If I rightly interpret these words, your Lordship here assumes that Her Majesty's former Government expected that, beyond the surplus arising on the loan of 1,500,000*l.* after paying off the debt, no immediate outlay would be required on public works. It is, of course, impossible for me to say whether this assumption be correct; but I feel convinced that it was not Lord Sydenham's own meaning, and that in his opinion there was no discrepancy between the arrangement which he always advocated, and to which he supposed himself to have obtained the consent of the Government, and that which he proposed to the provincial Legislature. In his despatch to Lord John Russell, of the 22d February 1841, he describes in the following terms the objects of the loan:—"What is required," he says, "is such aid as shall at one and at the same time diminish the annual charge upon the provincial treasury for debt already incurred, and, by raising the credit of the province, enable it to obtain the additional funds required to make its fresh expenditure productive." And, again, he observes, that the loan, by so greatly enhancing the credit of the province, any further sums it may be found necessary to raise, in order fully to complete the works, will be obtainable at a low rate of interest, even upon provincial security alone;" while, in illustrating the bad effects of the existing embarrassments, and the manner in which the loan should be applied to relieve them, he adduces as an example the Welland Canal, which he states would require an expenditure of 400,000*l.* (more than the whole surplus of the loan) to keep it open. But if any doubt could exist on the subject, it would be removed by adverting to the course adopted by him in communicating to the House of Assembly Lord J. Russell's despatch of the 3d May 1841. Feeling, apparently, that the first sentence of the portion of that despatch headed "Finance" might, when separated from the previous correspondence, seem to imply that the residue of the 1,500,000*l.* was considered as all that would be required for public works, his Lordship, in sending that despatch to the Legislature, added, in a note to the first paragraph, the words: "In addition to what can be raised by the province;" thus showing, in the most unequivocal manner, his own interpretation of the correspondence. It is only necessary to add, that the slightest reference to the works to be completed would have shown that a sum of 274,000*l.* would be altogether inadequate; nor would the Legislature have accepted the guarantee, had it been coupled with a condition that no fresh loans should be raised.

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The next objection is, that Lord Sydenham's estimate of the means of meeting the interest upon the fresh debt is erroneous. Your Lordship observes that the existing Canadian debt is stated at 1,226,000*l.*, bearing an annual interest of 72,537*l.*; that to pay off this, and carry on certain public works, it is proposed to raise 1,500,000*l.*, the interest of which at 4 per cent. will be 60,000*l.*, and that there would thus be a reduction of interest of only 12,000*l.* a year, and that the interest on the new loan at 5 per cent. would amount to 84,000*l.*, making in all an annual interest of 144,000*l.*, and leaving an annual deficit on the existing revenue of upwards of 68,000*l.* It appears to me that these calculations are not altogether correct. The interest upon the existing debt of 1,226,000*l.* at 4 per cent. would amount to 49,040*l.*, being a saving of 23,497*l.* as compared with the present interest. There would then remain a sum of 274,000*l.* British sterling, equal to 295,920*l.* provincial sterling, raised at an interest of 4 per cent., or 11,836*l.*, to be applied to the purposes for which the new loan was intended, which, assuming the estimates in the Act, c. 28, to be correct, would leave only the sum of 1,363,762*l.* of that loan to be raised at 5 per cent., or 68,188*l.* a year. The interest, then, on the whole debt would stand thus:—

	£.	s.	d.
Interest on Debt paid off - - - - -	49,040	-	-
Ditto on portion of new Debt, at 4 per cent. - -	11,836	-	-
Ditto on new Debt, at 5 per cent. - - - - -	68,188	-	-
TOTAL - - - - -	£. 129,064	-	-

making the total deficiency upon the revenue, supposing it to remain as estimated by Lord Sydenham, 53,408*l.*

The direct means by which Lord Sydenham proposed to meet this increased were the establishment of a bank of issue, and the readjustment of the customs

customs duties. The first of these measures did not, it is true, meet with the concurrence of the Assembly; but in lieu of it they imposed, by the Act 4 & 5 Vict. c. 29, a duty of 1 per cent. on the notes and bills in circulation by private banks, by which, assuming the circulation only to remain as it was at that date, and not to increase, an annual revenue of upwards of 10,000*l.* a year would be created. By the second, it was calculated that a revenue of 70,000*l.* a year would be obtained; and considering that Canada is almost entirely an untaxed country; that its population is daily and hourly increasing, and that the high rate of wages enables the great bulk of the lower orders to consume a much larger proportion of imported luxuries than are consumed by the same class in older countries, it is scarcely possible to believe that such an increase may not be depended on; and even if the increase did not arise, yet, as the loan was to be raised on the responsibility of the Governor, in proportion as it was required, it would be in his power at any time to arrest the issue of fresh debentures until the means of paying the interest upon them should be provided. It is, moreover, to be observed, that the tolls and other revenues directly arising from these works are in this calculation altogether set aside; though experience shows that, as far as the more frequented roads and bridges are concerned, the tolls are sufficient, not only to make repairs and pay the interest, but to afford a very considerable profit.

But your Lordship observes, that Lord Sydenham's calculations are founded on two suppositions, both of which appear to be open to grave doubt. First, that all the existing creditors will consent to be paid off; second, that the additional loan can be raised on the credit of the province at a rate of interest not exceeding 5 per cent. In respect to the first of these suppositions, I would observe that, as the residue of the loan was to be applied to public works, the arrangement contemplated by the Act would approach to that which Her Majesty's Government have now announced their intention to propose, in exact proportion as the existing creditors refused to be paid off; so that if the whole of those creditors should so refuse, the plan contemplated by the Act, and that sanctioned by your Lordship, would be exactly identical. With respect to the second supposition, any opinion must of course be conjectural; but considering that in 1835 the province of Upper Canada, at a time when it was already burdened with a considerable debt; when it was without the power of increasing its revenue by direct taxation, and when its political position was certainly not more favourable than that of the United Province at the present moment, was able to raise a sum of 400,000 *l.* in the London market at 5 per cent., and to sell its debentures at a premium, it does not seem unreasonable to expect that United Canada might have been able to conclude an equally favourable bargain after its revenues have been relieved by the generosity of the mother country, and after it had established its financial character by showing in its revision of its customs duties, and in other measures, a determination to accompany the raising of fresh loans with a certain provision to meet the interest upon them.

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Having thus noticed the objections urged by your Lordship against the scheme proposed by Lord Sydenham, and carried out in the Acts now under consideration, I proceed to advert to the arrangement which Her Majesty's Government desire to substitute in its place. In my despatch of the 28th ultimo, I expressed my opinion that this arrangement was "nearly if not quite as advantageous to the province as the arrangement proposed by Lord Sydenham." To a great extent I continue to adhere to this opinion; that is, I think that if the course now proposed had been adopted by Her Majesty's Government, and had been offered to the Assembly in the first instance, it would have been, to the full, as advantageous as that which was actually adopted. But the difference of the circumstances under which it is now brought forward, makes a most essential distinction between the two plans.

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But even if this embarrassment were obviated, a much greater and more fatal difficulty exists in the delay which the reconsideration of the matter by the Provincial and Imperial Legislatures must involve. On my arrival in Canada, the first and most popular duty which I undertook, was the putting into operation the public works which had received the sanction of the Legislature. In the addresses which I have from time to time transmitted to your Lordship, you will find ample proof of the approbation with which this course



course has been viewed by all classes and all parties. I enclose a list of those works, with a report of the operations now in progress upon them, and a general estimate of their cost during the present year. The money necessary up to the present time, has been advanced by the banks on the faith of the Acts passed during the last session; but if the decision of Her Majesty's Government in this matter be persisted in, and the settlement of the provincial finances postponed until another meeting of the Imperial Parliament, these works must be at once arrested; the contracts which have been made must be abandoned, the money advanced by the banks must be repaid, and a state of confusion, disappointment and distress which it is impossible to exaggerate must be produced throughout the country. Add to this, that on the faith of these works unusually large bodies of emigrants are resorting to Canada, not from the mother country only, but from all parts of the United States. Already several thousands have arrived from the latter quarter, and every account leads us to expect that the number of emigrants this year will be greater than any year since 1832. By the sudden suspension of the public works, all these people would be left without employment, and no relief which private benevolence or public contributions can afford, would prevent their being reduced to the utmost destitution. But in such a state of things your Lordship will readily conjecture with what feelings the people of this country would regard the government by whose immediate action so much distress had been brought about. To men in this position, no explanation would prove that a breach of faith had not been committed. Considering the difficulties with which under any circumstances the Government will have to contend during the approaching session, I cannot but regard the disappointment which will follow the temporary suspension of the public works with the greatest alarm. It would be impossible for me to meet my first Parliament under more unfavourable auspices, than with an empty exchequer and a starving population.

Some portion of these evil effects might, no doubt, be obviated by an advance from the British Treasury of the sum necessary to go on with the works now in progress until the subject shall again have been submitted to the Provincial and Imperial Parliaments, such advance to be hereafter repaid out of the loan to be raised under the British guarantee. If, therefore, Her Majesty's Government should, after considering this despatch, continue to adhere to their decision in regard to the loan and Public Works Act, I most earnestly entreat your Lordship to urge upon them in the strongest manner the advance of such a sum as will enable us to continue the public works during the present year.

But I will not despair that Her Majesty's Government may reconsider the course which they have announced their intention to pursue. If there were any great and self-evident advantage to be obtained by the alteration, it might be reasonable to expect that the country would acquiesce in the momentary inconvenience for the sake of the permanent benefit. But after frequently and earnestly considering the subject, I am compelled to acknowledge that I do not perceive any vital difference between the operation of the two plans. By that embodied in the Acts, the province would have become liable to the British Treasury for 60,000*l.* a year as a first charge, and to private capitalists for 70,000*l.* a year, for the fresh loan, as a second charge. By the scheme of Her Majesty's present Government, these charges will continue to exist, although their order will be reversed. The risk to the Imperial Treasury under the latter is, it is true, much greater, because, under it, there is but secondary security; and there is, moreover, an absolute pledge to increase the provincial debt by 1,500,000*l.*, whether the yearly revenues of the province should or should not be equal to the payment of the interest. Under the first plan, if the old debt had been paid off, there would have been primary security for the whole guaranteed debt, and the surplus beyond what would redeem the old debt would have been more than sufficient for the present season; and next year, when the new loan would begin to be negotiated, it would be under the favourable circumstance of an ascertained revenue, beyond the current wants of the country, equal to the payment of interest on the new loan, as it would be gradually increased. If some of the present public creditors should refuse the redemption of the debt, then the surplus of the guaranteed loan would be greater, and the time would be postponed for borrowing on the provincial credit, and so on in proportion as the redemption of the old debt was refused.

refused. Again, although the present plan will enable the province to raise the money necessary for its public works at a low rate of interest, yet it leaves the provincial revenue burthened with the high rate of interest now payable upon the existing debt; so that, in this respect, no advantage is gained. It is true that the Canada debentures, now at 75 or 80 per cent., might probably, under the former scheme, have risen to par; but as those debentures were originally sold, none of them below par, and some of them at a premium, the Government has no right to expect to make a profit in their redemption.

The result to which, after the most anxious deliberation, I came in respect to the financial unimportance of the alteration, is so different from that which Her Majesty's Government appear to entertain, that I express my opinion upon it with much hesitation, fearing that I may have overlooked some important considerations which had occurred to your Lordship and your colleagues. Upon the political bearings of the question I feel more competent to speak, and these I wish particularly to urge upon your Lordship's consideration. If, in the preceding pages, I express myself at any time more strongly than the circumstances would seem to warrant, I beg your Lordship to believe that I do so solely under an urgent sense of the obligation imposed upon me, not to conceal from your Lordship any circumstances which I consider essential, nor to impair their weight by my manner of stating them. When I compare the enthusiasm with which the offers of Her Majesty's late Government were received by the people of this province with the distrust and disappointment which will follow any interference with those offers, I feel that nothing but a clear, palpable, and inevitable necessity can justify such a step. I cannot convince myself that such a necessity exists; and, in this persuasion, I should be wanting in my duty to your Lordship, and to the office which I have the honour to fill, if I were not to entreat your Lordship to reconsider the matter, and to satisfy yourself that you have no alternative before you adopt a course which will inevitably produce great discontent in this province.

Enclosure in No. 14.

Encl. in No. 14. SCHEDULE of the PUBLIC WORKS now in progress in CANADA, by Order of the Governor-general and Council, showing the Operations now being proceeded with thereon, together with a general Estimate of the Sums which will be required to meet the Expenditure during the present Year, and the further Sums which will be necessary for their Completion.

WORKS.	Sums required to meet Expenditure this Year, on the portion of Work now in Progress or under Contract.	OBSERVATIONS AND EXPLANATIONS.
St. LAWRENCE NAVIGATION,—viz.	£. s. d.	
Cornwall, or Long Sault Canal.	40,000 - -	- - The works generally are being proceeded with so as to ensure the opening of this portion of the St. Lawrence navigation to the trade this year. The balance, as per estimate, required to fully complete it next season is 17,500 £.
La Chine Canal - -	3,000 - -	- - Work in progress; substituting turning bridges for the fixed ones, so as to permit the passage of steamers, &c. It will be perceived that the works now in hands on this part of the navigation are merely to meet the present wants of the trade. But in addition to this, the Board are of opinion that the works upon the several portions of the St. Lawrence should go on simultaneously, so that the full benefit of the outlay might at once be had. With this view they recommend that provision be made towards the enlargement of this portion of the line, the sum to provide for which this year would be 10,000 £.



## PUBLIC WORKS (CANADA).

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WORKS.	Sums required to meet Expenditure this Year, on the portion of Work now in Progress or under Contract.	OBSERVATIONS AND EXPLANATIONS.
St. LAWRENCE NAVIGATION— <i>continued.</i>		
	£. s. d.	
The Canal from the Coteau to the Cascade.	500 - -	- - This sum is to cover cost of surveys, estimates, &c. The Board would strongly recommend that some progress with the works of this section should be authorized this year, so that it may be completed in 1844, no work having been yet commenced on it. Several lines have been explored for its route, chiefly on the north side of the river, to which the Board of Works, conceiving there was much objection as to difficulty of construction and expense, have had the line, formerly selected by Mr. Stevenson, on the south side of the river, carefully re-surveyed by a competent engineer. The result of the survey fully confirms the view the Board had taken of it, the line being in every respect preferable to that on the north side, and the work can be executed at a very reduced cost. An objection has been raised by some in a military view to having it on the south side, to which the Board do not attribute any weight, more especially as the Cornwall portion of the navigation (nearly completed) is within musket-shot of the American territory, as will necessarily be other portions of the general line also; whereas this portion, as proposed, is about 20 miles from the frontier.
Lake St. Peter - -	18,000 - -	- - Work in progress, the more efficient lighting and marking the channels, preparing the steam dredge, discharging scows, apparatus for removing boulders, &c. The balance of the sum estimated to cover the cost of this improvement is 40,500 £., half of which would be required in 1843, and the remainder in 1844.
Welland Canal - -	25,000 - -	- - Work in progress, increasing the capacity of the main feeder, so as to render the supply of water commensurate with the increasing trade, deepening sundry portions of the line, dredging the entrance of the canal, excavating the lateral branch to the Grand River Harbour. The balance of the sum estimated to cover the cost of the full completion of this work is 400,000 £., the expenditure of which should be divided between the years 1843 and 1844, but the Board most urgently recommend that, instead of the operations being confined to the work now in progress, a further sum of 20,000 £. be provided to procure materials this year for the reconstruction of the decayed locks.
MAIN ROAD from East to West through the Province,—viz.		
Bridges over the river be- tween Quebec & Montreal.	13,500 - -	- - All the principal bridges of this communication have been destroyed. The piers and abutments of some stand, and can be secured and rendered available if promptly attended to. The Board recommend that 13,500 £. be provided for that purpose, and to procure materials this season, that the bridges may be all completed next year, balance of estimate then required for which would be 20,500 £.
Improvement of the Section from the Cascades to the Glengarry Line.	150 - -	- - This sum is to cover the cost of marking out, and other preliminary arrangements. This section should be drained and formed generally during the present season (cost 3,500 £.), so that it may be completed and tollgates established thereon next year. Balance of estimate in full, 11,350 £.
Section from Brantford to London.	12,000 - -	- - General draining and forming. The balance of estimate to complete this section next year is 43,000 £.
Port Sarnia Road - -	9,500 - -	- - General draining and forming. The balance of the estimate to complete this section next year is 5,500 £.
From London to Chatham, Sandwich, & Amherst- burg.	10,000 - -	- - General draining and forming. The balance of the estimate to complete this section next year is 26,000 £.
Hamilton and Port Dover Road (a main Road from Lake Ontario to Erie).	10,500 - -	- - General chopping, grubbing, draining, and forming. Building bridge over the Grand River. Balance of full estimate required next year, 19,500 £.

WORKS.	Sums required to meet Expenditure this Year, on the portion of Work now in Progress or under Contract.	OBSERVATIONS AND EXPLANATIONS.
MAIN ROAD, &c.— <i>continued.</i>	£. s. d.	
Main N. Road from Lake Ontario to Huron.	8,000 - -	- - General draining and forming. Balance of full estimate required next year, 22,000 l.
Gosford Road, by a main line of communication from Quebec to the Eastern Townships.	6,000 - -	- - The materials for the bridges are being provided, and the works generally of this important line proceeding. Balance in full to complete it next season, 4,000 l.
Bay of Chaleurs Road, by which and the Kempt Road the communication will be opened with the St. Lawrence from the tract of country north and west of the Bay of Chaleurs.	7,500 - -	- - The works of this line are being proceeded with generally.
Direct Road from the St. Lawrence to the Ottawa.	1,500 - -	- - The works of this line are being proceeded with generally.
Lighthouses and Harbours on the Lakes and Roads made thereto.	40,000 - -	- - Materials are being provided and preparations making for these important works at Long Point, Gull Island, The Rondeau, Port Stanley, Port Burwell, Catfish Creek, Port Dover, Windsor, Cobourg. Balance of estimate to complete it, l.
Improvement of the Newcastle District.	15,000 - -	- - The general draining and forming of the Road from Lake Scugog to Lake Ontario, from Rice Lake to Lake Ontario, completion of locks and dam on the Trent, the works of which are far advanced; construction of slides for the assistance of the lumber trade, &c. Balance of appropriation made for present outlay in this section, 35,000 l.
Construction of Bridges, Slides, and Roads in the Ottawa section.	14,000 - -	- - General preparations. Balance of appropriation for present outlay, 14,000 l.
Completion of the Navigation of the River Richelieu from Lake Champlain to the St. Lawrence.	16,000 - -	- - Works of the Chambly Canal approaching to completion; preparations for the lock and dam at St. Ours, on the Richelieu. Balance of estimate to complete the navigation, 17,000 l.
Burlington Bay Canal -	15,000 - -	- - Materials advertised for, and general preparations making for the prosecution of this very necessary work. Balance of estimate to complete it, 30,000 l.
Repairs of the Chaudiere Bridge (Quebec).	500 - -	- - The approaches of this bridge require immediate repair.

From the foregoing will be deduced that the sum required this year to carry on the several works as proposed, and portions of which are in progress, amounts to 265,650 l. Halifax currency, of which sum the actual contracts entered into amount to 110,000 l.; but as most of these contracts will very shortly be completed, restricting the expenditure to them would be tantamount to a stopping of the works.

Board of Works Office,  
12 May 1842.



— No. 15. —

(No. 190.)

EXTRACT of a DESPATCH from Lord *Stanley* to the Right hon. Sir *Charles Bagot*, Bart. G.C.B.

Downing-street, 2 July 1842.

No. 15.  
Despatch from  
Lord Stanley  
to Sir C. Bagot.  
2 July 1842.

I HAVE received your despatches, No. 90, of the 28th April, and No. 101, of the 6th May last, in both of which you discuss the arrangements proposed in my despatch (No. 112) of the 2d April, for carrying into effect the pledge given by the late Lord Sydenham to the Canadian legislature, regarding the guarantee by the British Treasury of a loan to be raised for the benefit of the province of Canada.

Pages 69, 76, and  
78.

In the first of those despatches you stated your impression to be that the arrangement proposed by me would be "nearly, if not quite, as advantageous to the province as that proposed by Lord Sydenham, though to the mother country it would be less so, inasmuch as the guarantee which they offer would no longer be secured as a primary charge on the provincial revenue." In the second despatch, however, you state that "as further reflection had convinced you that it would be much more advantageous to the province that the scheme proposed by the late Governor-general and approved by the two houses of the legislature should not be interfered with, and that the difference between that scheme and what Her Majesty's present Government announced their intention to bring forward is not essential, you felt it your duty to explain to me the grounds of that opinion, in the hope that your despatch might yet be in time to obtain from Her Majesty's Government a reconsideration of the subject." You then proceed, in the first place, to remark upon a passage of my despatch, intimating that Her Majesty's late Government had not anticipated the application to public works of more than the balance of the proposed loan of 1,500,000*l.* remaining after paying off the existing debt; in the next, you comment upon my calculations as to the amount of interest which would be chargeable on the province under Lord Sydenham's arrangement; and, lastly, you press strongly upon my notice the inconveniences which you apprehend would result from my proposed abandonment of that arrangement.

To these topics I will advert in their order.

With regard to the first, whatever may have been the views of Her Majesty's Government at home, I freely admit that Lord Sydenham appears always to have contemplated an outlay on public works far beyond the amount of any balance which could remain out of the proposed loan of 1,500,000*l.* after providing for the existing Canadian debt. Whether or not Her Majesty's late Government took the same view it is unnecessary now to inquire, there being no intention, on the part of Her Majesty's present Government, of insisting upon such view being carried out in practice; but, in giving effect to the ulterior measures which were brought under the consideration of the legislature by Lord Sydenham, it is the duty of Her Majesty's advisers to suggest at least every precaution which in their judgment may tend to diminish the risk of endangering, by the extent of the contemplated operation, the great object of improving the credit of the province, for which primarily the assistance of this country was proposed to be given.

This consideration leads me to the second topic of your despatch; viz. the apparent discrepancy between our calculations as to the amount of interest which would be chargeable upon the province in the event of the Royal Assent being given to the two Acts now under discussion; and I am happy to find, by your despatch of the 6th of May, that this discrepancy is apparent rather than real, and capable of an easy explanation. The Act No. 28 having provided for the raising of a sum of 1,659,682*l.* for public works, in addition to the loan of 1,500,000*l.* provided for by the Act No. 33, I had assumed it to be the intention of the Canadian legislature that each of those sums should be raised in full, and that the balance remaining out of the 1,500,000*l.* (estimated at 295,920*l.* currency on 274,000*l.* sterling), after providing for the existing debt, was intended to be laid out in public works, in addition to the 1,659,682*l.* proposed to be raised under Act No. 28. I now find, that in that assumption I misunderstood your intentions. You explain that, although the sum which I had named

Page 1.

Page 4.

is authorized to be raised by the two Acts, it is intended that the amount of debentures to be issued under the Public Works Act should be diminished by the surplus of 295,920*l.* currency, or 274,000*l.* sterling under the Loan Act,

In order to make the two calculations correspond, the following steps must be gone through.

Aggregate of the appropriations in Act, No. 28 - - - - - 1,678,682*l.*

Deduct,

1st, 295,920*l.* Canadian currency, the estimated surplus of the sum to be advanced by this country under the Act, No. 33; and  
2nd, 19,000*l.*, the sum in which the aggregate of the appropriations in Act, No. 28, exceeds the sum granted by that Act.

After making these deductions, there remains the sum of 1,363,762*l.*, the interest on which, at 5 per cent. is 68,188*l.*; the sum to which Sir C. Bagot states that the annual interest on the loan to be raised under the Act, No. 28, will be reduced.

which being raised at four per cent., or 11,836*l.*, will reduce to 68,188*l.* the interest on the new debt at five per cent.; which, if the whole sum had been raised as I calculated, would have amounted to 83,934*l.* It must be observed, that although the sum named at the commencement of the Act No. 28 is, as above stated, 1,659,682*l.*, the aggregate of the sums granted in detail for each work amounts to 1,678,682*l.*, the interest upon which, at five per cent., amounts, as above, to 83,934*l.*

I receive with satisfaction this explanation of the intentions of the Canadian executive, which, if strictly adhered to, as I trust they will be, will, to a certain degree, diminish the apprehensions which I cannot but entertain as to the charge about to be imposed on the revenues of Canada.

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I now proceed to the third and most important portion of your last communication to me. I think I do not misrepresent your views in assuming you to admit that the arrangement proposed by me in my despatch of the 2d April, No. 112, would be, in principle, equally beneficial to the province with that of Lord Sydenham (though less advantageous to Great Britain); but to object to its now being carried into effect on account of the inconveniences which you anticipate as likely to ensue from disturbing the settlement made by the Act No. 28 of the difficult question, what shall be the public works to be undertaken by the province, in addition to the still greater practical evil, which you fear may be the consequence, of your being obliged to suspend some of those works now actually in progress.

From these apprehensions, whatever be the arrangement ultimately adopted, I am happy to believe that I shall have no difficulty in relieving you. In my despatch of the 2d April, I certainly proceeded on the supposition that a new Act would be passed by the Canadian legislature on the subject of the public works. Such a course, however, is by no means a necessary consequence of my proposal. You will perceive that the list of works enumerated by me in that despatch as deserving of the first consideration from the legislature (involving an estimated expenditure of nearly 1,400,000*l.*), is taken from that Act; and though I may entertain doubts of the expediency of including some of the remainder of the works there provided for, as not being of sufficiently general utility to merit being undertaken by the province at large, still as they have received the sanction of the provincial legislature, I do not feel called upon on that account to advise Her Majesty to disallow the Act. On the contrary, as it provides for that for which, under whatever arrangement adopted, provision must be made; namely, the enumeration of the public works to be undertaken, and the raising of a loan to furnish the funds for carrying them on. And as the question, whether that loan is to be raised under guarantee from the mother country, or solely on the credit of the province, though a material, is a distinct one, the uncertainty upon which (the mode of raising the loan being left to the executive government) need not oppose any obstacle to the confirmation of that Act, I do not hesitate to empower you to proceed under it as about to be confirmed; although, in case I may have overlooked any considerations which require to be attended to, I shall delay advising Her Majesty to take the formal steps necessary for that purpose, until after I shall have received your answer to this despatch.

Having thus, as I hope, rendered it impossible that any embarrassment should be experienced by your government, in consequence of the suspension of Her Majesty's formal decision on the Public Works Act, and of the signification of Her pleasure on the Loan Act; while I am not prepared to say that Her Majesty's Government are determined upon adhering, in opposition to your opinion and the sense of the province, to the views explained in my former despatch of April the 2d, I am bound to state to you that those views remain unaltered, as to the comparative advantages of my proposal and that of Lord Sydenham, for the purpose of accomplishing economically, certainly, and beneficially to the province, the objects sought to be obtained.

According to Lord Sydenham's arrangement, the execution of the public works of every description is made mainly to depend upon funds to be raised upon



upon the sole responsibility of the Canadian government. If the cost of the local works should, in many instances, exceed the estimate, or if, in consequence of the priority given to the loan of 1,500,000*l.*, and of the general management of Canadian finance, the credit of the province should not continue to be such as to enable it to raise the whole of the second loan of 1,678,682*l.* at five per cent., funds might be wanting to complete those great works, with a view to which mainly the assistance of this country was originally given. And I am compelled to acknowledge, although, as you truly remark, any opinion on such a subject can only be conjectural, that, when I find in Lord Sydenham's despatch of the 22d February 1841, that the sum necessary for a work in Lower Canada, of which the tolls were represented to be an ample security for the amount, could only be raised on the double security of those tolls and the credit of the province, at a rate of interest of from six to eight per cent., I entertain serious apprehensions as to the practicability of carrying into effect the objects of the Public Works Act, by sums raised on the provincial security only within the terms authorized by that Act. You will of course understand that you are not authorized in any case to issue the provincial debentures below par; such a step would be, in fact, a violation of the spirit, if not of the letter, of the provincial Act, which limits the rate of interest to five per cent.

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It is, I hope, equally unnecessary that I should caution you against sanctioning any vague estimates, or excess of outlay, under the expectation of a further advance of the credit of the mother country beyond that which has been so liberally afforded; and although it is no doubt true, that in the exercise of the discretion vested in you by the Public Works Act, you might abstain from issuing debentures beyond the means of the province to bear the charge, yet this step on your part, or the inability to raise the money at the prescribed rate of interest, might leave unfinished the most important works, and thus frustrate the object contemplated by the British Government.

In order to guard against the possibility of such a result, and to secure the application of the liberal assistance of this country in the most direct manner to the benefit of the province, it is proposed by my arrangement that the existing Canadian debt should remain a first charge upon the revenue of the province, and should be paid off, as it became due, from the produce of the current revenue, and that the 1,500,000*l.* to be raised under the guarantee of this country should be applied directly to the execution of the public works, beginning with those which have for their object the opening of the navigation of the St. Lawrence and the lakes. Under this arrangement, the credit of the province would be strengthened by the continuance of the priority of the present debt, and by the prospect of early repayment at or before the expiration of the existing bonds. The province would not have to appear at all as a borrower in the general market; and the public debt of Canada (in addition to the existing debt, which would be gradually paid off as funds became available for the purpose,) would be limited to the sum appropriated for the completion of the public works, of which there would be at least 1,500,000*l.* raised, at a rate of interest not exceeding four per cent. This arrangement no doubt would require this country to give up its priority of claim upon the provincial revenue. But Her Majesty's Government willingly consented to make this sacrifice, because they felt convinced that this arrangement was more conducive to the financial prosperity of Canada than that proposed to be adopted under the two Acts; and that, setting aside higher considerations, priority of claim upon the provincial revenue was an inferior security to that derived from the prosperity of the province.

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— No. 16. —

(Separate.)

EXTRACT of a DESPATCH from Lord *Stanley* to the Right hon. Sir *Charles Bagot*, Bart. G.C.B.

Downing-street, 2 July 1842.

IN your despatch of the 28th of April you advert to the necessity of appointing an engineer officer as commissioner on the part of Her Majesty's Government, to superintend the execution of the works which may be undertaken, and

595.

No. 16.

Despatch from  
Lord Stanley  
to Sir C. Bagot.  
2 July 1842.

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and point out the reasons which induce you to prefer a civil to a military engineer.

On this subject I have only to observe, that if provision be made by the legislature for the payment of such an officer (which I agree with you would be very desirable), Her Majesty's Government would have no preference for a military over a civil engineer, nor any wish on the subject but to procure the services of the most competent person who could be engaged for this purpose.

— No. 17. —

(No. 157.)

No. 17.  
Despatch from  
Sir C. Bagot to  
Lord Stanley.  
9 July 1842.

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot*,  
Bart. G.C.B. to Lord *Stanley*.

Government House, Quebec,  
19 July 1842.

My Lord,

IN deciding on the steps to be taken during the present season for carrying on the public works, which had received the sanction of the legislature, and more especially those for completing the navigation of the St. Lawrence, to which Her Majesty's Government attach no less importance than the people of this province, my attention has been strongly drawn to the necessity of at once commencing the canal which is to form the communication between Lakes St. Francis and St. Louis. When the Cornwall Canal shall have been completed, which will probably be in the course of the present, or early in the next season, the rapids between these two lakes will form the only interruption to the navigation from Lake Huron to the sea. Other parts of that navigation will still require improvement; but the cedars and cascades rapids will then be the only obstruction, which would compel the transhipment of heavy goods, and the employment of land-carriage, or the use of the circuitous route by the Ottawa and Rideau.

It is evidently, therefore, of great importance, with a view to render the large expenditure on other parts of the St. Lawrence immediately productive, that this short obstruction should be overcome as soon as possible, and I have accordingly decided on at once commencing the work. I was further induced to this decision by the great influx of emigrants at the beginning of the season, and the impossibility of finding employment for them in the neighbourhood of Montreal, without having recourse to such an undertaking.

The question then arose as to the side of the river on which the canal should be dug. The north side offered the plausible advantage of being better protected in the event of war; the south promised much greater facilities in the execution, with a very reduced expense both in the original construction and the annual maintenance.

The economical advantages of the two routes may be best presented to view in the following table; viz.

							North.		South.
Length of canal in miles	-	-	-	-	-	-	15	-	12
Depth of excavation, in feet	-	-	-	-	-	-	9½	-	6
Number of bridges	-	-	-	-	-	-	7	-	3
Ditto - aqueducts	-	-	-	-	-	-	3	-	2

which latter on the south side will be only 10 feet in width, while those on the north will be about 50 feet span. The nature of the excavation will be nearly the same on both sides, viz. clay, except for less than a mile at the lower entrance, which, on both sides, will be rock. The canal, for half its length on the north side, would be in a deep ravine, the banks of which at one part are 60 feet high, and subject of course to all the land floods and the drainage of the adjacent country, which, occasioning great deposit, would involve the expense of clearing the canal out every year; while that on the south side, except immediately at the upper and lower entrances, is a flat table land, the excavation just about sufficient to make the banks.

Under



Under these circumstances, and after having before me the Report of an eminent civil engineer, and the opinion of the Chairman of the Board of Works, I decided on making the canal on the south side, and operations for that purpose have already been commenced. By the intervention of the agents of the Beauharnois Company, who have of course a strong interest in the work, the land necessary for its execution has been given up gratuitously, and funds have been advanced for the first expenses. The final arrangement as to the terms on which these funds are to be advanced, must await the decision of Her Majesty's Government as to the Loan Act.

It was not to be expected that a measure in which so many had a direct interest could be decided without much discussion, or without opposition from those whose interests would have been promoted by an opposite course. Accordingly, soon after my decision became known a meeting was called of the inhabitants of Coteau du Lac, on the north shore, by whom an address was presented to me, of which, and of my answer, I enclose copies. I afterwards received a similar address from the county of Glengarry, of which, and of my answer, I also annex copies.

The principal points put forward by the objectors are, first, that by reason of the shallowness of the water, the dangerous rocks, an almost constant surf, and a want of anchorage, no available or safe navigation can be established on the south shore: and, secondly, that from the proximity to the United States, the canal would be liable to be seized by the Americans in time of war; that if so seized, it would assist them to invest the city of Montreal, and enable them to cut off the communication between Upper and Lower Canada.

To the first objection it is sufficient to answer that, while it is maintained solely by gentlemen who have not had the advantage of professional education or experience as engineers, and whose personal wishes and interests may be supposed to be not altogether inactive in the matter, it is contradicted by engineers of great experience and scientific acquirements, who being strangers to the country can have no local bias. The latter officers, moreover, in their representations to the Government, act under a responsibility of the most serious kind, a responsibility which involves not only their immediate credit, but their future advancement. I could not, therefore, on this point put the vague assertions of the objectors into competition with the Reports of the engineers.

In respect to the second objection, the question involved in it is one of policy, on which there was no difficulty in forming an opinion. *Cæteris paribus*, I should probably have myself selected the north shore, for the reason stated in this address; but when the great additional expense on that side is taken into account, there is no sufficient advantage to compensate for it. Assuming Canada to be invaded from the United States by the line of Lake Champlain, the battle will have to be fought on the south shore of the St. Lawrence. Any force which could drive Her Majesty's troops across the river would have little difficulty in getting possession of Montreal. But in such a case the canal in question would afford the invaders no advantages or facilities of any kind. It would never be used for the transport of troops or stores to Montreal, because such troops or stores could be sent down the rapids, which are perfectly navigable downwards, with much greater ease and quickness. It would not be used for ascending vessels, because it would be much more easy to communicate with the States by the Richelieu and Lake Champlain. It would not affect the communication between Upper and Lower Canada, because that is secured by the Ottawa and Rideau, which in case of war must always be the line of communication. It would be subject, if taken, to be injured or destroyed; but in the improbable event of our being driven from the south shore, the canals on the north would be scarcely more secure. They would of course be the object of attack, and it would be impossible to protect them from a force which it is assumed would have been powerful enough to drive the British army across the river.

After fully weighing these considerations, it appeared to me that there was no sufficient ground to justify me in incurring the larger expense where the lesser would be equally advantageous. I could not convince myself that with one incomparable military communication, established by the munificence of Great Britain, I was bound to attach a similar character to the minor communications destined for commercial purposes. I have been supported in this view by the entire acquiescence in my decision of the inhabitants of every section of

No. 1.

No. 2.

the province, except those whose addresses I enclose. The mercantile bodies of Montreal and Quebec are as much interested in the success of this navigation as any other parties in the province, yet I have not received a single remonstrance or objection from any one of them; and with the exception of the old Quebec Gazette, none even of the papers of this section of the province have complained of the decision. I therefore feel justified in believing that the opposition may be attributed to the natural bias produced in every man's judgment by a strong personal interest.

I have desired the chairman of the Board of Works to furnish me with a copy of the engineer's report on the south shore line, to be forwarded to your Lordship; but I fear that I shall not receive it in time to accompany this despatch.

I have, &c.  
(signed) *Charles Bagot.*

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Enclosure 1, in No. 17.

Encl. 1, in No. 17. To His Excellency the Right honourable Sir *Charles Bagot*, G. C. B. Governor-General of the Province of Canada, &c. &c. &c.

May it please your Excellency,

THE undersigned, the chairman and committee, duly named and appointed at a public meeting of the county of Vaudreuil, held this day at Coteau du Lac, beg leave most respectfully to approach your Excellency, to express their unfeigned regret in learning that it is your Excellency's intention to assent to the junction of Lakes St. François and St. Louis, by the construction of a canal on the south shore of the River St. Lawrence.

That from the personal knowledge of the committee, as well as the majority of those who deputed them, they can assure your Excellency that no available, practicable, or safe navigation can be found on the south shore to communicate with the projected canal.

That the shallowness of the water, the dangerous rocks, the almost constant surf, the want of anchorage and safe harbourage, on the south shore are familiar and notorious to every navigator of the River St. Lawrence.

That apart from the difficulties of a navigation so beset with natural dangers, they cannot view without alarm the expenditure of so large a sum, in such near proximity with the American territory, without offering their most earnest remonstrance against a risk, which no obstacles or difference of cost on the north shore render it expedient or necessary to incur.

That in the event of hostilities with the United States, the first object of that power would be to secure the possession of the canal, the more easily to transport their army and munitions of war, thereby the more speedily to invest the city of Montreal.

That by the possession of the canal, the more easily acquired by its land and water proximity to the American frontier, the enemy would command both lakes, and at once cut off all communication between the upper and lower parts of the Province, whether by the River St. Lawrence or the Rideau Canal.

That in communicating the apprehensions entertained by the county of the contingent danger of the selected route, they should ill discharge the duty entrusted to them if that apprehension could be misinterpreted into a doubt of the power of the Crown to maintain the integrity of the empire, or to shield with its protection the meanest of its subjects; but although such a confidence is a ground of congratulation to them as forming part of that empire so capable of defending every inch of its soil, or avenging its violation, it does not appear as any ground for courting danger in the selection of a locality of easy approach and acknowledged risk in preference to one unencumbered with any such obstacles.

That sensible of the impolicy and danger of placing the canal on the south shore, the Parliament of Lower Canada, in granting the funds for the survey and plans for the improvement of the navigation between these two lakes, restricted that inquiry and survey by exacting that the survey should be between La Chine and the province line of Upper Canada on the north shore.

That the north shore presents the most obvious facilities for the construction of a canal connecting the two lakes, by cutting in a straight line from the upper lake to the rear of the church at the Cedars, a distance of eight miles, through an easy soil, principally of clay and sand; there it falls into a deep ravine, forming a natural and deep canal from the rear of that village to Lake St. Louis, within about ten acres of the Cascades.

That if there is a possibility of the canal being, as they assert, inaccessible or dangerous in its approach, whether from the want of water anchorage, depth of water, set of the current, or the prevailing winds, the outlay will be both inexpedient and unproductive; to be hereafter abandoned or only made available by the imposition of great additional burthens on the people to remedy the defect, by the formation of harbours and breakwaters, at an expense perhaps exceeding the original cost of the canal.

That the undersigned therefore most respectfully beg leave to submit to your Excellency the propriety of ordering a nautical survey of the harbours and approaches of the contemplated canal by officers of the Royal Navy, as competent and disinterested persons, as the only



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only safe mode of confirming the propriety of the route at present decided on; or that your Excellency will be pleased to defer the consideration of its locality until the opinion of the Provincial Legislature can be ascertained.

All which is most respectfully submitted with unfeigned respect by your Excellency's most obedient humble servants,

*John Simpson*, Chairman.

*R. Harwood.*

*G. Beaudet.*

*W. Duncan.*

*J. Watier.*

*Robert M'Intyre.*

*Orton Pease.*

*J. J. Loz.*

*J. B. Christin.*

*A. Perry.*

*Edward Sullivan.*

*Charles M'Pherson.*

*W. Duckett.*

*W. Waters.*

*A. Roy.*

*P. J. Masson.*

*E. Hays.*

*J. Birmingham.*

*W. Roebuck.*

Coteau du Lac, 29 June 1842.

*John Birmingham,*  
Secretary.

*John Simpson,*  
Chairman.

## ANSWER.

Gentlemen,

I HAVE considered with much attention the arguments which you urge against the construction on the south shore of the St. Lawrence of the canal which is to connect the lakes St. Francis and St. Lewis.

In respect to the physical difficulties on which you insist, I can assure you that, previously to adopting my decision, I had had before me the report of a competent engineer, totally unconnected with this province, and therefore free from all local bias. From his report, confirmed by the opinion of the Chairman of the Board of Works, I gather that a canal can be made both more cheaply and more easily on the south than on the north shore, and that you are mistaken in your estimate of the physical obstructions to such a work. Incompetent myself to pronounce an opinion on a question of this nature, I must rely, and I do so with confidence, on the representations I receive from those whose professional reputation is involved in the correctness of their statements, and who can have no personal motive to mislead me.

With respect, however, to the political considerations adduced by you, I feel no such difficulty. Should hostilities unfortunately arise between Great Britain and the United States, it would be the duty of the government of this province to protect Her Majesty's subjects living on the south no less than those on the north shore of the St. Lawrence, and the whole power of Great Britain would be put forth to do so. I cannot contemplate the possibility that Her Majesty's troops might be driven from the south side of the St. Lawrence; but even were such a misfortune to occur, the communication between Upper and Lower Canada by the Rideau Canal would still remain open, and the enemy would derive no greater facilities for his operations by possession of the canal now in question. The munificence of Great Britain has provided the Rideau line of communication as a defence in time of war, and so long as that remains open, the intercourse, between the upper and lower parts of the St. Lawrence cannot be cut off.

Under these circumstances I must decline to interfere with the decision already taken in this matter. I cannot consent to impose on the province the unnecessary additional expense of making the canal on the north side, with a view to future possible hostilities; nor do I see any reason for delaying the commencement of the work till the meeting of the Legislature, whereby we should lose the whole of the present season.

Enclosure 2, in No. 17.

To His Excellency the Right hon. Sir *Charles Bagot*, G. C. B. Governor General of the Province of Canada, &c. &c. &c.

Encl. 2, in No. 17.

May it please your Excellency,

WE, the undersigned chairman and committee, appointed at a public meeting of the county of Glengarry, held this day at Williamstown, beg leave most respectfully to express our unfeigned regret on learning that it is your Excellency's intention to effect the junction of Lakes St. Francis and St. Lewis, by constructing a canal on the south shore of the St. Lawrence.

From the personal knowledge of the committee, as well as of a great majority of those who have deputed us, we can assure your Excellency that no available or practicable navigation can be found on the south shore, by which a safe communication can be obtained with the projected canal.

The shallowness of the water, the many dangerous rocks, the almost constant surf, the

want of anchorage, and a total absence of any safe harbour on the south shore at the western extremity of the proposed canal, are insurmountable obstacles to its adoption.

We cannot view the expenditure of so large a sum, so near the American territory, without offering our respectful remonstrance against so unnecessary a risk, which no obstacles or difference of cost on the north side renders it expedient to incur.

In the event of hostilities with the United States, the first object of that power would be to secure the possession of the canal, and thus facilitate the invasion of the city of Montreal.

With the possession of this canal, so easily acquired by its proximity to the American frontier, the enemy would command both lakes, and at once cut off all communication between the upper and lower parts of the province, not only by the route of the River St. Lawrence, but also by that of the Rideau Canal. The danger of this is too apparent to need further comment.

The impolicy and danger of placing the canal on the south shore were apparent to the Parliament of the late province of Lower Canada; and in granting funds for the survey and plans for the improvement of the navigation between these two lakes, they restricted the survey to the north shore.

From the reason we assigned we are decidedly of opinion, that the contemplated route must be abandoned, or else great additional burthens must be imposed on the people to remedy the defects by the formation of harbours and breakwaters, and by deepening the bed of the river at an expense exceeding the original cost of the canal.

To guard against this certain loss we would most respectfully submit to your Excellency the wisdom of ordering a nautical survey of the approaches to the intended route to be made by competent persons, assisted by officers of the navy and experienced pilots, as the only safe mode prior to its adoption, or that it may please your Excellency to postpone the measure until the opinion of the Provincial Legislature can be obtained.

We have, &c.

(signed) *John M'Gillivray*, Chairman.

<i>Alexander Fraser, J. P.</i>	} Committee.
<i>Daniel E. M'Intyre, M. D.</i>	
<i>Hugh M'Gillis J. P.</i>	
<i>James M'Donald.</i>	
<i>Alexander M'Kensie, J. P.</i>	

#### ANSWER.

Gentlemen,

THE arguments which you urge against the construction of the canal between lakes St. Francis and St. Louis, on the southern shore of the St. Lawrence, have already been brought under my notice by the address from certain inhabitants of Coteau du Lac and its vicinity.

In respect to the physical difficulties on which you insist, I can assure you that, previously to adopting my decision, I had had before me the report of a competent engineer totally unconnected with this province, and therefore free from all local bias. From his report, confirmed by the opinion of the Chairman of the Board of Works, I gather that a canal can be made both more cheaply and more easily on the south than on the north shore, and that the obstructions to the approaches to which you advert, and for the examination of which you suggest a nautical survey by officers of the navy, assisted by experienced pilots, do not really exist. Incompetent myself to pronounce, an opinion on a question of this nature, I must rely, and I do so with confidence, on the representations made to me by those whose professional reputation is involved in their correctness, and who can have no personal motive to mislead me; and I feel assured that when the Legislature shall have before them the grounds on which I have proceeded, they will be satisfied that I have taken every necessary precaution before commencing this work, so important to the future commerce of the country.

With respect to the political considerations adduced by you, I feel no difficulty in forming my opinion. Should hostilities unfortunately arise between Great Britain and the United States, it would be the duty of the Government of this province to protect Her Majesty's subjects living on the south no less than those on the north shore of the St. Lawrence, and the whole power of Great Britain would be put forth to do so. I cannot contemplate the possibility that Her Majesty's troops might be driven from the south side of the St. Lawrence; but even were such a misfortune to occur, the communication between Upper and Lower Canada by the Rideau Canal would still remain open, and the enemy would derive no additional facilities for his operations by possession of the canal now in question. The munificence of Great Britain having provided the Rideau line of communication as a defence in time of war, and so long as that remains open the intercourse between the Upper and Lower parts of the St. Lawrence being secured, I cannot consent to impose on the province the unnecessary additional expense of constructing a second canal in the same section of the province with reference to the possibility of future military operations in its neighbourhood; nor do I see any reason for delaying the commencement of the work till after the meeting of the legislature, whereby the whole of the present season would be lost.



## — No. 18. —

(No. 235.)

COPY of a DESPATCH from Lord *Stanley* to the Right Honourable Sir  
*Charles Bagot*, Bart., G. C. B.

No. 18.

Despatch from  
Lord Stanley  
to Sir C. Bagot,  
26 Aug. 1842.

Sir,

Downing-street, 26 August 1842.

I HAVE had the honour to receive your despatch of the 19th of July, on the subject of the canal between Lakes St. Francis and St. Lewis.

I am glad to have received this exposition of your views on a subject which has given rise to inquiries on the part of persons in this country interested in the progress of the public works in Canada, and which I have hitherto not had the means of satisfying; and I shall also be glad to receive the report of the civil engineer, which you promise me.

I observe that your despatch does not state the amount of saving in expense which will be effected by making the canal on the south side of the St. Lawrence, instead of on the north. Probably the report of the engineer will supply this omission. I confess that it is not without regret that I assent to the sacrifice of the military advantages which would have resulted from carrying the canal on the north bank; but I am bound to admit that, on the grounds stated by you, the inconvenience will be considerably less than would at first sight appear; and on the whole, after due consideration of the reasons which have influenced you in making your selection, and adverting to the local knowledge requisite in a case of this description, I am disposed to leave the decision of the question in your hands.

I have, &c.  
(signed) *Stanley*.

*P. S.* 2 September.—Since the above was written, I have received your subsequent despatch of the 6th August, No. 165, enclosing a report from the President of the Board of Works on the subject. The evidence which it furnishes fully justifies the conclusion previously adopted by me.

## — No. 19. —

(No. 162.)

COPY of a DESPATCH from the Right hon. Sir *Charles Bagot*, Bart., G. C. B.,  
to Lord *Stanley*.

No. 19.

Despatch from  
Sir C. Bagot to  
Lord Stanley,  
26 July 1842.

My Lord,

Government House, Quebec,  
26 July 1842.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 2d instant, No. 190, explaining the decision to which Her Majesty's Government have come in regard to the Public Works and Loan Acts of the last session, in consequence of the representations contained in my despatches to your Lordship of the 28th April and 6th May last.

I learn with very sincere satisfaction that Her Majesty's Government have decided on not re-opening in the Provincial Legislature the question as to the works to which the public resources should be first made available. I rejoice at this, because I am convinced that the decision come to last session was as free from local biases and sectional interests as can possibly be expected in a popular body, while it left out none of those more important works in which the future prosperity of the country is involved. It would not indeed be difficult, if it were necessary, to show that the apparently minor works included in the Act are of essential importance to the opening and settlement of the country, while they are far beyond the unassisted means of the several districts in which they are situated. But it is unnecessary for me at present to enter on that discussion.

The most serious embarrassment, however, anticipated in my despatch of the 6th May, arose from the fact, that "the money necessary up to that date had been advanced by the banks, on the faith of the Acts passed last Session;" but

595.

that,

Page 85.

that, should "the settlement of the provincial finances be postponed until another meeting of Parliament, the works must be at once arrested, the contracts which have been made must be abandoned, the money advanced by the banks must be repaid, and a state of confusion, disappointment, and distress, which it is impossible to exaggerate, must be produced throughout the country." From this embarrassment your Lordship expresses your satisfaction at being able to relieve me; and with that view, you empower me to proceed under the Public Works Act, as about to be confirmed, although you postpone taking the formal steps for its confirmation until you shall have received my answer to your despatch. But, retaining your opinion as to the relative advantages of the schemes proposed by Her Majesty's late and present Government, you direct me to bring each of those schemes under the consideration of the Provincial Legislature, leaving to them the decision as to which shall be ultimately adopted.

Page 78.

For the discretion thus entrusted to me I have to tender my acknowledgments; but there is one omission in the arrangement to which I must solicit your attention. The stoppage of the public works adverted to in my despatch of the 6th May, I expected to arise from the failure of funds, rather than from the disallowance of the Act 4th & 5th Victoria, c. 28. It was therefore against the delay in regard to the Loan Act that I particularly desired to remonstrate, as in fact the pivot on which the whole arrangement turned. But your Lordship appears to consider that the authority to proceed with the public works, is all that is required; and you omit entirely all notice of the means by which funds for those works are to be procured. It is true that the Public Works Act contains an authority to the Government to issue debentures to the extent therein specified; but I need not point out that that authority is necessarily coupled with the guarantee of the loan in England; that it was based upon it, and is inoperative without it.

Your Lordship has truly observed that I should not be justified in issuing the debentures authorised by this Act under par, or at a higher interest than 5 per cent. Had an Act been already passed by the British Parliament to guarantee the existing debt of Canada, and by that means both to relieve her finances by the diminution of interest, and to improve her credit by showing the confidence of the Imperial Legislature in her solvency, I have no doubt that the money might have been obtained on those terms. But without such a guarantee, with her finances still incumbered by the heavy interest of the old debt, and her credit not unaffected by the delay which has taken place in respect to the guarantee, such a transaction would be altogether hopeless. In the meantime, the banks who have advanced the money on the understanding that it would not be required for any lengthened period, are becoming impatient to be paid, and I am utterly without the means of discharging their claims. I trust therefore that your Lordship will, at your earliest convenience, inform me in what way this difficulty is to be overcome.

The course pointed out in my despatch of the 6th May was the advance by the Imperial Treasury of the sum necessary to carry on the public works during the present year; and this would appear to be almost the only way in which the assistance of the British Treasury, in the present stage of the matter, could be given. The guarantee of a loan to the amount required, which under other circumstances would appear the most convenient course for the British Treasury, would in fact anticipate the decision of the Legislature on the question which it is desired to submit to them; and although, as I have before stated, I do not look upon the two plans, abstractedly considered, as differing much from each other, yet as Her Majesty's Government have determined that the choice between them should be left to the Provincial Legislature, it is right that those bodies should have the opportunity of considering them unfettered by any previous proceedings. The advance from the British Treasury, whatever might be the decision of the Legislature, would be very temporary. If they should adhere to the original plan, it would be repaid out of the proceeds of the debentures issued under the existing Public Works' Act; if they should prefer the new plan, out of the proceeds to be raised under the Act which must then be passed to appropriate the guarantee of Great Britain towards the works.

In respect to the other topics adverted to in your despatch, it seems hardly necessary for me to detain your Lordship. I need scarcely say that I shall endeavour



endeavour to act up to your caution regarding the sufficiency of the estimates of any works that may be in contemplation: indeed, the Act by which the Board of Works is constituted and entrusted with the superintendence of such undertakings, appears to be an effectual guarantee against laxity on this point. I shall also, of course, strictly observe the provisions of the law in respect to the amount to be appropriated to each of the several works, and the rate at which that amount is to be raised; and I shall continue to endeavour, as I have hitherto done, to secure the priority of those works which are of more general rather than of comparatively local importance. Upon the argument respecting the two plans of employing the British guarantee, it is unnecessary for me to enter, as the question is no longer one for my decision; but I must observe that that part of the scheme which contemplates the creation of a sinking fund of 5 per cent. per annum for the redemption of the debt, if it be insisted on immediately and while the works are still unfinished, and therefore altogether unproductive, will press most severely and I fear injuriously on the resources of the province. It would be equal, in the first instance, to the payment of 9 per cent. instead of 4, on the whole sum raised; and although the effect of such a pressure would be gradually to diminish and eventually to wipe out the annual interest, it would be almost insupportable at first. The annexation of this condition would probably induce the Legislature to prefer the former scheme, of which it formed no part.

I am much obliged for your Lordship's suggestion in respect to the mode of bringing the matter before the Legislature. I am inclined to think that it would be more consonant to the practice of this country that an address should be presented to me by the House, requesting communication of the correspondence. Upon that point, however, it is unnecessary for me to adopt any immediate decision.

I have, &c.  
(signed) *Charles Bagot.*

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— No. 20. —

(No. 240.)

COPY of a DESPATCH from Lord *Stanley* to the Right honourable Sir  
*Charles Bagot*, Bart. G.C.B.

Sir,

Downing-street, 1 September 1842.

I HAVE to acknowledge the receipt of your despatch (No. 162) of the 26th July, in reply to mine of the 2d of that month (No. 190) communicating to you the decision of Her Majesty's Government with regard to the Public Works and Loan Acts passed by the Legislature of Canada in their last session.

With regard to your proposal that the Imperial Treasury should advance a sufficient sum in anticipation of the new loan, to enable you to discharge the claims on the provincial governments arising out of the works which have been commenced this year by your authority, I enclose for your information a copy of the correspondence which has passed between my department and the Board of Treasury on the subject.

I have, &c.  
(signed) *Stanley.*

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Enclosure 1, in No. 20.

Sir,

Downing-street, 15 August 1842.

WITH reference to your letter of the 17th June last, I am directed by Lord Stanley to transmit to you the enclosed copy of a despatch from the Governor of Canada respecting the decision of Her Majesty's Government on the subject of the loan of 1,500,000 *l.* to be raised for the service of that province under the guarantee of the Imperial Parliament; and I am to request that you would, in laying this despatch before the Lords Commissioners of the Treasury, call their Lordships' immediate attention to the application made by Sir Charles Bagot for an advance from the British Treasury of a sum of money to enable him to liquidate claims arising out of the public works which he had authorised to be commenced this year.

C. E. Trevelyan, Esq.

I have, &c.  
(signed) *G. W. Hope.*

No. 20.  
Despatch from  
Lord Stanley to  
Sir C. Bagot,  
1 Sept. 1842.

Pages 85 & 93.

Col. Off. 15 Aug.  
Treasury, 23.

Encl. 1, in No. 20.

## Enclosure 2, in No. 20.

Encl. 2, in No. 20. Sir, Treasury Chambers, 23 August 1842.

IN reply to your letter of the 15th instant, respecting the loan of 1,500,000*l.* to be raised for the service of Canada, under the guarantee of the Imperial Parliament, I am directed by the Lords Commissioners of Her Majesty's Treasury to request that you will state to Lord Stanley that my Lords having adverted to that part of the despatch of the Governor-general of Canada which recommends an advance from the British Treasury of the sums necessary to carry on the public works of that province during the interval which must elapse before the final decision of the Canadian Legislature as to the loan can be ascertained, they have only to observe, that as Parliament has neither given any authority to my Lords to sanction such an advance, nor provided the funds from which it could be made, my Lords have no power of meeting the views of the Governor-general in this respect. But my Lords do not anticipate from this inability on their part the inconveniences which the Governor-general was led to apprehend at the time when his despatch was written.

The Governor-general could not then have been aware that the authority of Parliament had been obtained for the guarantee of a loan of 1,500,000*l.* for the service of the province.

Whatever uncertainty therefore might have previously existed as to the determination of the Imperial Legislature on this point, or whatever might be the mode in which the Legislature of Canada might prefer to raise such a loan, there could, after the passing of the Act 5 & 6 Vict. c. 118, be no longer a doubt of a loan to that amount receiving the guarantee of Her Majesty's Government.

The effect of this legislative proceeding on the credit of the province could not but be most advantageous; and my Lords apprehend that the additional security thus afforded that the funds necessary for the execution of the public works already commenced would be ultimately provided by a loan under the guarantee of Great Britain, would greatly diminish if not altogether allay the anxieties of those who had made large advances to the colonial government.

G. W. Hope, Esq.

I am, &c.  
(signed) C. E. Trevelyan.

## — No. 21. —

(No. 165.)

No. 21.  
Despatch from  
Sir C. Bagot to  
Lord Stanley,  
6 August 1842.

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot*, Bart., G.C.B., to Lord *Stanley*.

My Lord,

Government House, Montreal, 6 August 1842.

WITH reference to my despatch to your Lordship of the 19th ultimo, I have the honour to transmit to your Lordship herewith a copy of the Report made to me by the Chairman of the Board of Works, as to the relative advantages of constructing the canal between lakes St. Francis and St. Louis, on the north or south shore of the St. Lawrence. I trust that the statements contained in this Report will convince your Lordship of the propriety of my decision to undertake that work on the south side.

I have adopted what appeared to me to be the necessary precautions to prevent misunderstandings between the inhabitants of the country through which the canal will run, and the labourers employed on the work.

I have, &c.  
(signed) *Charles Bagot*.

## Enclosure in No. 21.

Encl. in No. 21.

Sir, Montreal, 1 August 1842.

I HAVE the honour to acknowledge, through you, the protest or remonstrance forwarded to His Excellency the Governor-general by Mr. Simpson, against what he states to be "the recently selected line" of the St. Lawrence Canal. The general tour of inspection on which I have been engaged for some time has prevented my receiving that document until within the last day or two. I now hasten to lay before you such facts and information connected with the matter as will, I trust, fully satisfy his Excellency that the opinion of Council upon which he has acted in giving his sanction to the proposed canal being constructed on the south side of the river was not adopted without full and mature consideration; that my departmental report, upon which principally the Council founded that opinion, was not made without due examination and abundant and well-ascertained data; and, finally, that in acting upon that report, the Council was but carrying out the plan as estimated



mated for, and submitted to, and approved of by the Legislature. No expression of disapproval of the south side was used in the House, as I understood, but it did strongly express its disinclination to have the completion of any portion of the navigation of the St. Lawrence deferred for or contingent upon the procuring of a loan from any private company.

The selection of the most eligible route for this canal has received a great deal of attention, professional and otherwise, for a long time. It is more than 20 years ago, I understand, since the first survey was instituted; and there have been in all 10 surveys made from that time to the present, of which the following is an abstract:—

1. The first was made about 20 years ago by a French engineer, who having generally examined both sides of the river, located the work on the south side. This gentleman's report I have not been able to obtain, but the result of it, as stated, I have had from highly respectable authority.

2. The second was made in 1833 on the north side, by Mr. Mills, under the direction of the then commissioners, among whom were Messrs. Harwood and De Beaujeu, the seigniors of the properties adjoining, and through which it was proposed to run the canal. This line entered the river from "McDonald's Point," near Mr. Simpson's house. It was to be maintained partly in the river and partly by artificial cuts, and terminated at the foot of the Cascades: the estimate 235,782*l*. The objections to this line are strongly and fairly set forth in the reports of Messrs. Baird and Stevenson, and are, in my judgment, insuperable. Its entrance is represented to be obstructed by shoals, and being on the lee shore of Lake St. Francis, with the much prevailing south-west wind blowing on, sailing craft frequently could not get out, when they could, without difficulty, leave the opposite side. Of this line (about 14½ miles in length,) nearly eight miles are in the river, having in places a velocity of five miles an hour, and there are three parts of canal alternating with two of river. The canal portions are principally effected by cutting across projecting points, and by building locks; and in sundry parts, in order to avoid deep cutting into the high banks of the river, which are here composed of a sleechy clay, with veins of sand, and are very much given to slide, it was intended to form the canal by moles or dams to an extent of about 13,000 feet in length, and in some cases in very deep water and in rapid currents. The foundations of all the locks, as well as those of the dams, are under the immediate influence of the river, and the difficulties of construction generally on this line would be so great, that I am confident it could not be effected for the estimate. In this opinion I am joined by Colonel Philpotts, who estimates it at little less than 500,000 *l*. and who I have every reason to believe selected it as the best the north side afforded, with reluctance.

3. The third survey was also made by Mr. Mills on the north side, commencing and ending at the same points respectively, as No. 2: the estimate for this route is 324,943*l*. This line Mr. Mills himself did not recommend; and among other practicable objections, is liable to that of having the whole of the lockage (82 feet) combined in one spot.

4. The fourth survey was made again on the north side by Mr. Mills. Starting from the same point as Nos. 2 and 3, but crossing through the seigniories of Messrs. Harwood and de Beaujeu, it terminated at the lake of the two mountains, near the village of Vaudreuil, about a quarter of a mile from Mr. Harwood's house. Mr. Mills's estimate for this line was 442,762*l*., and it also was not recommended by that gentleman.

5. The fifth survey was made by Mr. Stevenson in 1833, on the south shore, passing through the seignior of Beauharnois—the estimate 224,444*l*. In speaking of this route, Mr. Stevenson says, "The whole of this line, taken together, therefore presents perhaps one of the most advantageous that can be imagined; the excavation is comparatively easy, and the greater part of it extremely so: no embankments required but what may be made up from the proceeds of the excavation; no large culverts necessary." In reporting on this line, Mr. Baird (an engineer of considerable experience, and who was employed on the works of the Rideau), states, "In all the course of my experience in practical engineering I never traced a more eligible line for the same distance—the formation, quality (with little exception), and direction, being every thing that could be wished."

This is the line with some trifling improvements, now being executed. It will be constructed on the scale adopted for 255,000 *l*.; but in drawing a comparison between it on the same scale, and the cost of that on the north side, which Mr. Harwood states to be the cheapest, viz. 389,932*l*., the estimate for No. 5 (the one adopted), should be taken at 285,000*l*.

6. The sixth survey was made in 1835 by Mr. Baird. Mr. Baird also gives the preference to the south side, and in his report fully corroborates Mr. Stevenson's survey (No. 5) and report; but Mr. Baird was disposed to go still more south, so as to adopt part of the river St. Louis, and terminate at Beauharnois village.

7. The seventh survey was that made on the south side by Mr. Keefer in March last, resulting in the full confirmation of No. 5.

8. The eighth survey was made in April last by Mr. Tate, and sustains equally with Messrs. Baird and Keefer, Mr. Stevenson's survey and report No. 5.

9. The ninth survey consisted of the marking out of the line (No. 5) for execution, in the course of which more favourable features developed themselves daily.

10. The tenth survey was made lately by Mr. Keefer, of the line pointed out by Mr. Harwood on the north side, as being "the cheapest, and one not previously explored."

All these several lines of levels, in the Board's possession, taken from the year 1833 to the present, and crossing the country in all directions; the information derived from their engineer, who is intimately acquainted with the locality, especially on the north side, having

been at the time Mr. Mills's assistant in the surveys; the very satisfactory nature of the documents of Mr. Stevenson in favour of the canal on the south side; the full corroboration of those documents by Messrs. Baird, Keefer, and Tate, together with my whole general acquaintance with the country, and nature of the strata, fully convinced me long since that the south side was the proper site upon which the canal should be constructed. This conviction is daily more and more confirmed by the result of the several steps now being taken in making out the whole of the work for execution, as well as by the actual excavation which is rapidly being advanced, there being about 700 men at work for some time. This opinion I stated in a report to Lord Sydenham two years ago; but the memoranda also which I furnished to that nobleman previous to last session, and which were laid before the House of Assembly, and printed by its order, and upon which the appropriations agreed to by that body were made, distinctly refer to the canal being made on the south side, and must, therefore, satisfactorily refute the assertion in Mr. Simpson's letter as to "the line being recently selected."

Notwithstanding all these sources of positive information to which I have referred, and my perfect conviction, founded thereon, that the country was sufficiently examined, seeing the continued interested mis-statements and misrepresentations which appeared in the public papers, and that Mr. Harwood had stated publicly, and in print, that "there was yet another line unexplored on the north side, and which, he was certain, could be executed at less cost than any other;" in order to set that point at rest, the engineer to the Board was directed to proceed to Vaudreuil, and having got Mr. Harwood to point out this line to him, to proceed to take the levels of it, so as to be enabled to form a comparative estimate of its cost. This duty has been effectively performed by Mr. Keefer; but as I do not consider it necessary to inflict upon His Excellency the wading through a mass of professional minutiae, I will confine myself to making three extracts from Mr. Keefer's report, viz. :—

"The water in the bay at the debouchement of the river Quinchien, where Mr. Harwood's line terminates, and for a quarter of a mile all round it, will not average more than six feet water. I consider it necessary, therefore, to allow for a bank, or mole being continued about 200 feet from the shore, down to the point where Mr. Mills's line (No. 3) enters, (a distance of 3,700 feet); this bank should raise the water in the basin formed by it about six feet. Total length of Mr. Harwood's line  $15\frac{1}{4}$  miles. It is, therefore,  $\frac{5}{8}$ ths of a mile longer than Mr. Mills's, and three miles and a quarter longer than that on the south side." Again,

"The accompanying plan will at once convince you that Mr. Harwood has discovered nothing worthy the serious attention of Government, nor has he pointed out any favourable feature in the country that was not fully considered in the surveys that have been already made." Finally, "It would therefore appear, that the cost of the route proposed by Mr. Harwood would exceed that of Mr. Mills's inland route by about one-fifth (and would therefore amount to 389,932/). This I imagine is sufficient to show that it would be a fruitless task to go any further into details, or to spend any more time in making more elaborate examinations. The north side of the St. Lawrence between the Lakes was thoroughly examined by Mr. Mills in 1833; and in that duty I assisted him, and made out all his plans. From the intimate knowledge I have thus acquired of that part of the country, I feel a good degree of assurance in expressing the opinion, that no line on the north side can be found to equal in economy, in facility of navigation, or in freedom from the disturbing causes of flood and ice, the route intended to be pursued on the south side."

His Excellency, in his reply to the Vaudreuil address, has so fully exposed the insufficiency of military and political reasons adduced by the opponents of the canal on the south side, I feel it only remains for me to notice the assertion of Mr. Simpson, that "water cannot be found at the entrance and exit of the depth contemplated in the canal; consequently vessels which the canal would be capable of bearing, will be incapable of getting in our out."

Now, first, as regards the proposed entrance to the canal from Lake St. Louis, Mr. Stevenson thus speaks :

"It commences in a cove above M'Pherson's Point, in the south branch of the river, about half a mile below the upper end of Grande Ile, where the bank is low, and 10 feet of water is found at 150 feet from the shore."

On the same point Mr. Baird says :

"The first duty became the ascertaining of the most eligible points of departure from the lakes for the depth of water required (nine feet on the Mitro Cile), with a due regard to the distance between these points. These requisites I found to exist in Lake St. Francis, at or near the commencement of the south channel at B. and H. respectively, the former having been fixed on by Mr. Stevenson on his survey as the most eligible, and in which I perfectly coincide."

On the same point Mr. Tate, who was sent by the Board to take levels, soundings, &c. preparatory to the commencement of the work, thus speaks :—

"At the foot of Lake St. Francis, a point on the south-eastern side, extending from the shore of Hungry Bay, called Grosse Point, forms one side of a small bay called Chartier's Bay, which is the mouth of the South Channel, or of that portion of the river which runs between the Grande Ile and the mainland of Beauharnois. The other side of this bay is formed by an island called 'Ile aux Chats,' or 'Clarke's Island.' Upon considering the capabilities of this bay as a harbour or entrance to a canal, it will appear to be sheltered by Grosse Point from the prevailing wind, which is south-west, as well as from the surf and swell of Hungry Bay, from which it is quite distinct and separate. It has an entrance of sufficient extent and depth of water, in the whole breadth of which, about 1,188 yards, there are two shoals of small extent, upon one of which is a rock with but five feet over it.

There



There is every facility for removing these shoals if necessary ; but from the fact of there being three entrances of from 600 to 1,200 feet in width each, and with a depth of water varying from 12 to 20 feet, it may be deemed sufficient to place buoys over them.

" Pursuing the channel down, there is a fine reach, extending a mile and a quarter, with a good clay bottom, and sheltered from the winds ; the current does not exceed two miles an hour, and there are 10 feet of water at 120 feet from the shore. Here, therefore, is a safe and good anchorage, from Chartier's Bay to a point called M'Pherson's Point, a distance of two miles and five chains. This harbour, then, fully comes up to the standard of an unexceptionable entrance."

The elaborate chart of Mr. Thompson, a hydrographer of deservedly high standing, fully sustains the foregoing description of Mr. Tate.

With respect to the entrance from Lake St. Louis, Mr. Stevenson thus speaks :—

" Having examined very minutely the coast of Lake St. Louis, from the harbour at Beauharnois village, up to the foot of the Rapids, a distance of about two miles, and found more than sufficient water for any vessel plying on the lakes, with a clear coast and smooth bottom ; and near the foot of the Rapids, I found a little cove at the landing of one Couvillon, offering the most convenient spot wherein to construct the entrance to a canal of this description."

The opinion of Mr. Tate on this position is as follows :—

" The position of this point, called Couvillon's Landing, affording as it does a sufficient depth of water at a distance of 132 feet from the shore, and being in a cove between two ridges of rock, is likewise rendered further desirable for a debouchement from being at the upper end of an eddy, which extends nearly from St. Louis Point ; a very favourable feature, and one which will be calculated to assist the navigation up to the canal in a material degree."

Mr. Tate concludes his report with the following general observations :—

Considering the distance between the two levels of water in the lakes, and the extent of the fall which has to be overcome, it appears as if nature had, in a singular degree, made compensation for the great impediments in the watercourse, by affording on the land by its side unusual facilities for establishing at a moderate cost an efficient and permanent artificial navigation. The fall of the land very closely accompanies the fall in the water. The watercourses crossing the line are unimportant, and there are no gullies of any consequence. The soil is of a kind to render cutting easy, and for the last 79 chains the line passes occasionally on a bed of sandstone rock, which rock, long used for dwelling-houses in the neighbourhood, appears to stand the climate well, and will, I have every reason to believe, produce from the excavation a sufficient quantity of good backing stone for the masonry of the locks, whilst the refuse of it will be most convenient for the construction of the piers at the entrance to the canal."

Mr. Keefer also describes Couvillon's Landing as a suitable and the fittest spot to select for the entrance. The deep water he finds to run in close to the shore, as described by the other gentlemen. The eddy near the shore being auxiliary to vessels beating up in scant winds, and the outer current equally so in beating down, and the construction of two moderate piers on the ridges of rock on each side of the deep channel, one to serve as a wharf or landing, the other to afford shelter from a wind blowing up the lake, will completely afford all the necessary convenience and accommodation.

I have thus, without noticing the various anonymous misstatements which have been circulated, confined myself simply to giving the facts and the essence of the several reports made from time to time since 1833.

I feel sanguine that they will fully satisfy his Excellency upon the subject, and, I trust, will, when known, remove from the public mind any false impressions which may have been made upon it. As deeply connected with the quiet and satisfactory progress of the work to which the foregoing relates, I would take the liberty of offering a few suggestions for the consideration of his Excellency, and the adoption of which I would respectfully urge upon his Excellency's serious attention, as tending, in my humble opinion, materially to prevent collision upon the works of this canal between the different races which it must be expected will necessarily be congregated there, and which collision might lead to deplorable consequences.

The peculiar circumstances of this work seem to me to require some peculiar arrangements on the part of the government. An extensive public work is for the first time undertaken, through a district entirely settled and inhabited by Canadians of French origin. A large temporary population of strangers will be introduced and brought into immediate contact with the settled inhabitants, and with whom the difference of language will not only be a bar to friendly intercourse, but it may too reasonably be apprehended that those strangers, whether labourers, contractors, or officers of Government, will, from being ignorant of the language, usages, and peculiar feelings of the people, be likely to give them offence, or do them wrong unintentionally. With respect to this point, it unfortunately happens that there is no capable engineer of French Canadian origin, but I have taken all the precaution in my power, by appointing two junior assistants of that race, and by the selection of a paymaster and accountant who understand the people and language. It is further to be feared that petty trespasses, such as the pilfering of the gardens of the habitants, &c. &c. may frequently be committed, and engender irritation and hostility.

To guard against these evils which I apprehend, as well as to render the first commencement of extensive public works popular with the habitants, a few steps appear to me advisable to be taken.

1st. Although I conceive that to ensure economy and certainty in the execution of public works of this description, general competition and the contract system founded thereon is absolutely necessary, I think that a certain portion of the line, say three or four miles, ought to be laid off in small contracts. These I propose to apportion among the residents at a valuation of the engineer, and thereby by giving a large portion of the habitans employment on their own account, lessen the probability of collision. As this course is directly departmental, I shall not hesitate to take the responsibility of acting on it, although in so doing I am sure to encounter further attack and obloquy.

The second point I consider to be the having an Irish Roman-catholic clergyman resident for the time being near the work, who from his acquaintance with the language and habits of that class, which, judging from the extensive emigration, will be in large numbers on the work, can exercise the salutary influence over them that such clergy are admitted to possess.

3dly. It would be of importance to have a French Canadian gentleman, perfectly conversant with the English language, upon the line generally, to attend at the payments and explain between the parties, and who would give his whole time to keeping peace and promoting a friendly feeling, and to the arrangement of petty differences. He should be in the commission of the peace. The respectable remuneration for the services of these two gentlemen I consider can be borne from the estimate for the work.

4thly. It would be necessary to have a few of the steadiest of the police force close to the work, to prevent petty trespasses and the other little causes alluded to as likely to create bad feeling.

5thly. Finally, in consideration of the circumstances which have recently taken place upon the Cornwall and Welland Canals, I think it would be necessary to have, not on the work, but in the neighbourhood of it, a party of military, (the regular force I would much prefer). Such arrangements being made, I entertain strong hopes that the direct interference of the latter would not be required.

Should his Excellency, upon consideration, be pleased to adopt these suggestions, or any of them, he can easily have them carried into effect.

T. W. C. Murdoch, Esq.  
Chief Secretary, &c. &c. &c.

I have, &c.  
(signed) *Hamilton H. Killaly*,  
President Board of Works.

— No. 22. —

(No. 211.)

No. 22.  
Despatch from  
Sir C. Bagot to  
Lord Stanley,  
10 October 1842.

COPY of a DESPATCH from the Right hon. Sir *Charles Bagot*, Bart. G.C.B.  
to Lord *Stanley*.

My Lord,

Government House, Kingston, 10 Oct. 1842.

HAVING brought before my Executive Council the purport of your Lordship's several despatches, relative to the Acts No. 28 and 33 of last session, for the advancement of public works in Canada, and the negotiation of a loan under the guarantee of the Imperial Parliament, they were unanimous in agreeing with me that it would be expedient to adopt the views of Her Majesty's Government, as propounded in your despatch of the 2d July, and to bring the question in the shape proposed by your Lordship before the provincial Legislature.

Accordingly, I availed myself of the latitude which your Lordship had allowed me, and communicated the views of Her Majesty's Government in a message (of which I enclose a copy), adopting very nearly, though not in juxtaposition, the words of your Lordship's despatches; and I instructed my Council to introduce at the same time a Bill framed upon those views.

The result has proved perfectly satisfactory. The House of Assembly acquiesced readily in all the suggested provisions; and I have the honour of transmitting herewith the bill in question, which has passed the Legislative Council, received my assent, and only awaits Her Majesty's confirmation to become a law.

The first clause applies the proceeds of the loan to the public works specified in the Act of last session, No. 28, as far as the amount will suffice; the Government retaining, as under that Act, the power of selecting the works which should first be executed.

The second clause, after providing for a sinking fund, not exceeding five per cent. per annum, and the order of charging the debt upon the revenue, enacts that the loan shall be raised by any persons to be appointed by Her Majesty, or by the Governor-general. It is my desire, as already expressed to your Lordship, that the negotiation should be effected by the Lords of the Treasury,  
or

For Act 6 Vict.  
c. 8, vide p. 11.



or any person deputed by them : I have therefore to request that your Lordship will move Her Majesty to be graciously pleased to appoint, under this clause, such persons as to Her Majesty may seem fit to negotiate the loan.

The third clause enacts, among other things, that the sinking fund shall be managed in such manner as shall be agreed upon when the loan shall be negotiated, or shall be left to the discretion of the Governor.

As the question of the amount of the proposed sinking fund is one of serious importance, and I propose to address your Lordship upon it by the next mail, I would suggest that no agreement should be made respecting it, at least in the first debentures to be raised, except that these and all future debentures (if such be the form adopted, and under the circumstances, it appears the best, as the Act of the Imperial Parliament does not provide for the case of terminable annuities) should be granted with a clause to enable the province to redeem them after six months' notice.

The remaining clauses call for no comment, being merely formal or explanatory.

It only remains for me, therefore, to recommend this Act, and No. 28 of the last provincial session, for Her Majesty's sanction, and to request that the Lords of the Treasury will raise by debenture, or otherwise, as they may deem expedient, the sum of 200,000 *l.*, of which 107,045 *l.* is to be applied to the payment of the bills which I have drawn on their Lordships, and the remainder to be transmitted to the account of the receiver-general of this province, or, preferably, be held to meet such bills as I may draw after being apprised of the money having been raised.

I have, &c.  
(signed) *Charles Bagot.*

#### Enclosure in No. 22.

CHARLES BAGOT,

THE Governor General, in conformity with the intention expressed in his Speech at the opening of the Session, and in compliance with the desire of Her Majesty's Secretary of State for the Colonies, makes the following communication to the House of Assembly, upon the subject of the Acts, cap. 28 and 33 of last Session, relating to Public Works and the proposed Loan.

Encl. in No. 22.

His Excellency is instructed by the Secretary of State to assure the people of Canada, through their representatives in the House of Assembly, that the objects contemplated in the above Acts, of relieving the finances and improving the credit of Canada, and at the same time of developing by measures of extensive internal improvement the vast natural resources of the province, are viewed by Her Majesty's Government with hardly less of interest, than by the Legislature and people of the province; and every consideration of good faith, and of policy, would lead Her Majesty's Government scrupulously to fulfil to their utmost extent the pledges of assistance held forth by their predecessors in office, and communicated to the Legislature of Canada by Lord Sydenham, and also to aid in the accomplishment of the objects sought to be obtained by the Acts now under consideration.

Her Majesty's Government have given to the financial project proposed to be carried into effect by the Acts in question their most deliberate and anxious consideration, and the result of that consideration has been to impress upon them a very strong conviction, that with the view of most effectually and most economically benefiting the province, and conducing to the maintenance of public credit, and to the promotion of those great undertakings of internal improvement which may ultimately make an ample return for the original outlay, but upon which, unassisted, the province could not safely enter, it would be inexpedient to interpose the credit of the mother country between the province and the creditors under the existing debt; and that it would be more for the advantage of the province that the aid to be rendered should be applied exclusively to the promotion of the intended public works.

According to the arrangement proposed by Lord Sydenham, and the Acts under consideration, the execution of the public works of every description is made mainly to depend upon funds to be raised upon the sole responsibility of the Canadian government. If the cost of the local works should, in many instances, exceed the estimate, or if, in consequence of the priority given to the loan of 1,500,000 *l.* and of the general management of Canadian finance, the credit of the province should not continue to be such as to enable it to raise the whole of the second loan of 1,678,682 *l.* at 5 per cent., funds might be wanting to complete those great works, with a view to which mainly the assistance of Great Britain was originally given; and her Majesty's Government is compelled to acknowledge that where it appears that the sum necessary for a work in Lower Canada, of which the tolls were represented to be an ample security for the amount, could only be raised on the double security of those tolls, and the credit of the province at a rate of interest of from 6 to 8 per cent., they cannot but entertain serious apprehensions as to the practicability of carrying into effect the objects of the Public Works Act by sums raised on the provincial security only, within

the terms authorized by that Act. It will of course be understood that there is no authority in any case to issue the provincial debentures below par; such a step would be, in fact, a violation of the spirit, if not of the letter, of the provincial Act, which limits the rate of interest at 5 per cent.

Her Majesty's Government hopes it is equally unnecessary to offer a caution against any vague estimates, or excess of outlay being sanctioned, under the expectation of a further advance of the credit of the mother country beyond that which has been so liberally afforded, and, although it is no doubt true, that, in the exercise of the discretion vested in the governor by the Public Works Act, he might abstain from issuing debentures beyond the means of the province to bear the charge, yet this step on his part, on the inability to raise the money, at the prescribed rate of interest, might leave unfinished the most important works, and thus frustrate the objects contemplated by the British Government.

In order to guard against the possibility of such a result, and to secure the application of the assistance of Great Britain in the most direct manner, to the benefit of the province, it is proposed by Her Majesty's Government, that the existing Canadian debt should remain a first charge upon the revenue of the province, and should be paid off, as it became due, from the produce of the current revenue, and that the 1,500,000*l.* to be raised under the guarantee of the Imperial Parliament, should be applied directly to the execution of the public works enumerated in the Act already referred to.

Under this arrangement the credit of the province would be strengthened by the continuance of the priority of the present debt, and by the prospect of early repayment at or before the expiration of the existing bonds. The local legislature, thus unencumbered with other obligations, would be enabled to enter into negotiations with the creditors under the existing debt, and either to continue during the terms of their respective engagements, the present rate of interest, or to extinguish the debt by mutual agreement, before the period stipulated under the present engagement, on far more favourable terms than the British Government could do if they were to become responsible for the amount. By this course, also, the public debt of Canada, in addition to the existing debt, which would be gradually paid off as funds became available for the purpose, would be limited to the sum appropriated for the completion of the public works, of which there would be, at least, 1,500,000*l.*, raised at a rate of interest not exceeding 4 per cent.

This arrangement, no doubt, would require Great Britain to give up her security of priority of claim upon the consolidated provincial revenue, that is to say, the payment of the new loan of 1,500,000*l.* would become chargeable after the payment of the existing debt, instead of becoming the first charge, by the extinction of that debt, as first proposed. But Her Majesty's Government willingly consent to make this sacrifice, because they feel convinced that this arrangement is more conducive to the financial prosperity of Canada than that propose to be adopted under the two Acts, and that setting aside higher considerations, priority of claim upon the provincial revenue is an inferior security to that derived from the prosperity of the province.

Her Majesty's Government, therefore, do not propose to interfere with the existing debt; but with the view of furthering the important objects contemplated by the Act numbered 28, they propose to pledge the credit of Great Britain to a sum not exceeding 1,500,000*l.*, to be raised by the province at a rate of interest not exceeding 4 per cent., under the guarantee of the Imperial Parliament, and with a provision to be made for a sinking fund at the rate of not less than 5 per cent. per annum of the principal, to be secured in the first instance upon the tolls of the works to be undertaken, the ordinary revenues of the province being pledged as a collateral security, and the charges to rank next in order to the obligations now by law permanently attaching to the Consolidated Fund.

Government House, Kingston,  
28 September 1842.

— No. 23. —

(No. 308.)

COPY of a DESPATCH from Lord *Stanley* to the Right hon. Sir *C. Bagot*,  
Bart. G.C.B.

Sir,

Downing-street, 30 Dec. 1842.

(No. 103.)

Page 11.

I HAVE received your despatch, No. 211, of the 10th of Oct. last, transmitting the copy of a Bill, which has been subsequently passed into an Act, by the legislature of Canada, for authorising the raising, by way of loan in England, the sum of £1,500,000, for the construction and completion of certain public works in that province.

This Act having been passed in conformity with the instructions contained in my former despatches, Her Majesty in Council was pleased, on the 10th inst., to give Her assent to it in the manner prescribed by the Act of Parliament, 5 & 6 Vic., c. 118; and I transmit herewith the order so passed by the Queen in Council.

I am

No. 23.  
Despatch from  
Lord Stanley to  
Sir C. Bagot,  
30 December 1842.



I am awaiting the further communication promised in your despatch, relating to the sinking fund to be provided for the redemption of this debt; and in the meantime I have had under my consideration your suggestion, that the debentures to be issued should be rendered liable to redemption at any time at six months' notice.

The great object which Her Majesty's Government have in view in conducting the negotiation of this loan on behalf of the province, is to obtain the greatest possible advantage for Canada.

It has been thought necessary, therefore, that the debentures should be presented to the public in a form calculated to make them a desirable investment; and we are satisfied that that would be more effectually obtained by specifying a period before which the debentures in question should not be redeemable, and by making that period sufficiently distant to give a character of permanence to the security.

Her Majesty's Government have, therefore, fixed twenty years as the period during which the debentures, now about to be issued at the rate of four per cent., should be irredeemable; believing, from all the information which we can procure, that a larger sum would be offered for a debenture of such description and duration than could be obtained on any other similar security.

On the other hand, we do not apprehend that the province would have the means previous to 1863, of redeeming the debt now about to be incurred. The five per cent. and six per cent. debt of the province, amounting to a sum of above 1,200,000 *l.*, is redeemable at various antecedent periods, terminating in 1860, and would be undoubtedly the first debt to which the means of redemption at the disposal of the province would be applied.

For these reasons, we have therefore considered that the power to redeem the new debentures at six months' notice, while it would affect materially their market value, could not be exercised with advantage, if at all, within the period which has been specified.

We have also deemed it inexpedient to make any precise stipulations as to the sinking fund, which shall be annually provided for their redemption; that being rather a question to be settled between this country and the province on a joint consideration of what is due to the provincial resources on the one hand, and to the security of this country on the other.

For, whilst we felt that we had a right to claim the establishment and regular maintenance of a sinking fund for the extinction, within a reasonable period, of the debt, of which we have guaranteed the interest, we are equally sensible that its annual amount ought not be such as to cripple the resources of the province, or so to aggravate the burthen of the debt as to induce financial distress, or serious embarrassment.

Her Majesty's Government, therefore, willingly defer, until the receipt of the further communication promised in your despatch, the discussion of the amount of the sinking fund, and of the regulations under which it should be placed, in order to ensure its due and regular application.

I am, &c.  
(signed) *Stanley.*

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— No. 24. —

(No. 309.)

COPY of a DESPATCH from Lord *Stanley* to the Right hon. Sir *C. Bagot*,  
Bart. G.C.B.

Sir,

Downing-street, 3 January 1843.

In my despatch, No. 308, of the 30th ultimo, I announced to you that the Queen had been pleased to assent to the Act of the legislature of Canada, authorizing a loan to the extent of 1,500,000 *l.*, to be raised in this country on account of the province.

I have now to acquaint you that Her Majesty has further been pleased to appoint the Lords of the Treasury to negotiate that loan on behalf of the province.

A notice, the copy of which I enclose, having been accordingly issued to the public, the bidding for the loan took place on the 16th ultimo. The result was,

595.

No. 24.  
Despatch from  
Lord Stanley,  
to Sir C. Bagot,  
3 January 1843.

was, that bonds to the amount of 300,000*l.* were disposed of at the following rates :

<i>£.</i>	<i>£.</i>	<i>s.</i>	<i>d.</i>		<i>£.</i>	<i>s.</i>	<i>d.</i>
5,000	at 110	2	6	producing	5,506	5	—
295,000	at 108	—	—	„	318,600	—	—
Making a Total of				- -	<i>£.</i> 324,106	5	—

Directions have been given that this sum, as it is paid into the bank, shall be carried to the account of the province of Canada, and be applied to meet such bills as have been already, or may be hereafter, drawn upon the Lords of the Treasury by your order.

Her Majesty's Government having deemed it advisable to make the interest of these bonds payable at regular periods at the Bank of England, it is essentially necessary that the remittances by the province of Canada to the Bank of England, of the sums necessary to pay the half-yearly interest, should be made at periods sufficiently early to meet each payment, I must, therefore, enjoin you to observe the utmost punctuality in this respect, as upon it will materially depend the character of the province, and the power of advantageously raising the remainder of the loan.

Her Majesty's Government are further of opinion, that immediate measures should be taken for investing half yearly, at the time when the interest is payable, as large an amount of sinking fund as the means of the province may be able to maintain; and they conceive that it would be most for the general advantage that a sum of 5*l.* per cent. at the least should be annually provided to pay the joint interest and sinking fund. I have, therefore, to instruct you to make the requisite arrangements for the purpose as soon as practicable.

The terms on which the Bank of England have undertaken to pay the interest on these bonds are, that they shall receive a commission at the rate of one half per cent. on the amount of dividends paid, exclusive of the expense which has been already, or may be hereafter, incurred in the preparation of the bonds, which will be defrayed out of the produce of the loan, and of which an account will be duly transmitted to you.

In compliance with your suggestion, orders will be given to the Bank to invest, from time to time, in Exchequer Bills, any sums which they may hold on account of the province of Canada.

I have, &c.  
(signed) Stanley.

Enclosure in No. 24.

Treasury Chambers, Whitehall, 12 December 1842.

Encl. in No. 24.

WHEREAS by an Act passed in the sixth year of Her Majesty's reign, intituled, "An Act for guaranteeing the payment of Interest on a loan of 1,500,000*l.* to be raised by the Province of Canada," Her Majesty was empowered to guarantee the payment of the interest on any loan, to an amount not exceeding 1,500,000*l.*, which might be raised for the service of the province of Canada under an Act to be passed by the legislature of the said province, in the manner and under the conditions in the said Act mentioned.

And whereas by an Act of the legislature of the province of Canada, intituled, "An Act to authorise the raising, by way of Loan, in England, the sum of 1,500,000*l.* sterling, for the construction and completion of certain Public Works in Canada," Her Majesty is empowered to appoint any person to raise and borrow, with the guarantee aforesaid, the said sum of 1,500,000*l.*

And whereas Her Majesty has been pleased by warrant to appoint any three or more of the Commissioners of Her Majesty's Treasury to borrow by debentures such sums as may from time to time be required for the service of the said province, not exceeding in the whole the said sum of 1,500,000*l.*

This is to give notice that the Lords Commissioners of Her Majesty's Treasury will be ready to dispose of debentures or bonds to the amount of 300,000*l.*, and that tenders for the purchase of the same, addressed to the Secretary to the Treasury, with the words "Tender for Canada Debentures," written on the outside, will be received at the Treasury between the hours of 12 and 2, on Friday the 16th December.

The tenders must state at length the sums proposed to be paid for each 100*l.* contained in the debentures, with the name and address of the party.

No tenders will be accepted for any sum less than 5,000*l.*

The bonds will be redeemable at the expiration of 20 years from the 1st January 1843, and will bear interest until redeemed, at the rate of 4 per cent. per annum, payable half-yearly at the Bank of England, on the 1st day of July and the 1st day of January.

The



The bonds will be made out in such sums of not less than 500 *l.* each, as may be required by the purchasers.

One half of the sum tendered and accepted will be payable at the Bank of England on Thursday the 22d instant, when a scrip receipt will be given for the same to the party; and on the payment of the other half, on or before Monday the 9th of January 1843, the debentures will be delivered.

The tenders will be opened in the presence of the governor and the deputy governor of the Bank of England; and previously to the opening of the tenders, the Lords Commissioners of Her Majesty's Treasury will place in the hands of the governor and deputy governor of the Bank of England a sealed paper, containing the lowest price per cent. which their Lordships would feel that they should be justified in receiving for the debentures.

The tenders will be all opened at the same time, when a list will be made of them, and preference will be given successively to the highest tenders above the price in the sealed paper; and if such tenders should in their aggregate exceed the amount of 300,000 *l.*, the excess above that amount will be struck off the least advantageous of those tenders.

In case of equality of tenders in respect of the premium per cent., and their amounting together to more than the sum required, the amount of debentures will be divided in proportion to such tenders.

Notice will be given to the parties whose tenders are accepted, and they will be requested to attend at the Treasury at an appointed time, to sign the contracts for the debentures.

I certify that this is a true Copy.

Treasury Chambers,  
2 January 1843.

(signed) *Edward Walpole.*

— No. 25. —

(No. 213.)

EXTRACT of a DESPATCH from the Right hon. Sir *Charles Bagot*, Bart. to Lord *Stanley*, dated Government-House, Kingston, 11 October 1842.

No. 25.  
Despatch from  
Sir C. Bagot to  
Lord Stanley,  
11 October 1842.

I HAVE the honour to transmit to your Lordship a copy of the Report of the Select Committee upon the Beauharnois Canal, between the lakes St. Francis and St. Louis.

The evidence will not be printed for some time, and therefore I am unable myself to express an opinion upon the merits of the case as resulting from the present investigation; but when I find that, out of a committee avowedly appointed with a view to prove the inexpediency of the selection made, and consisting of seven members, four of them were compelled to acknowledge that, with ample time and opportunity of procuring what evidence they pleased, they could elicit none to invalidate the choice, while the other three allowed the report to pass, entering a dissent upon the grounds that the evidence in their judgment fully justified the selection of the line adopted; I cannot but believe and express my opinion that the superiority of the south side is fairly established, and that the Board of Works stands fully justified in its recommendation of that line.

When the evidence is printed, I shall lose no time in transmitting a copy of it to your Lordship.

Enclosure in No. 25.

THE Special Committee to whom were referred the Documents laid before the House, relating to the Beauharnois Canal, beg leave to Report:

Encl. in No. 25.

THAT your Committee, with a view to facilitate references to maps, plans, and documents, in the custody of the Board of Works, deemed it advisable to accept the use of a room in the department, placed at their disposal by the honourable Chairman, and in which the inquiry and deliberations of the Committee have been conducted.

That, after a most patient and careful investigation upon the important subject referred to them, your Committee find themselves unable to form any conclusive opinion, owing to the peculiar nature of the subject-matter to be inquired into, and to the contradictory statements both from practical and scientific men, whose evidence or opinions have been heard or referred to in the course of the inquiry.

Under these circumstances, and taking into consideration the termination of all the other business before the Legislature and the immediate prorogation that is to take place, your Committee have resolved to close their proceedings, and report the evidence and documents laid before them; and, without expressing any further opinion thereon, humbly submit the same.

Committee-room.

(signed) *G. Moffatt*,  
Chairman.

Tuesday evening, 5 o'clock, 11 October 1842.

The Committee again met.

Present: Messrs. Moffatt, Chairman; Simpson, Merritt, Cameron, Dunscomb, Parent, Sir A. Macnab.

The Hon. H. H. Killaly, Chairman Board of Works, appeared before the Committee, and handed in a statement in reply to the charges of Mr. Simpson and the evidence taken thereon. Mr. Parent, seconded by Mr. Simpson, the foregoing Report; which was carried.

Dissentient: Mr. Merritt, Mr. Dunscomb, Mr. Cameron.

Adjourned till 9 A.M. to-morrow.

(signed) *Alfred Todd*, Clerk Committee.

No. 26.

Despatch from  
Sir C. Bagot, to  
Lord Stanley,  
8 November 1842.

— No. 26. —

(No. 230.)

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot*, Bart., G.C.B., to Lord *Stanley*.

Page 100.

My Lord,

Government House, Kingston, 8 November 1842.

WITH reference to my despatch of the 10th ultimo, No. 211, in which I stated my desire that the Lords Commissioners of Her Majesty's Treasury would undertake to raise the sum of 200,000*l.* for the use of the province, under the Acts passed by the imperial and provincial legislatures in their (respectively) last session, I have now, in consequence of being better informed as to the future necessities of the board of works, to request that the sum named may be increased to 300,000*l.*, which will meet the demands of the above board until the spring.

I have mentioned in a previous despatch that I hope soon to be able to furnish your Lordship with a report upon the progress of the public works; but I may now state, for your Lordship's satisfaction, that almost the whole of the sum now required will be applied to meeting the past or accruing expenditure on works connected with the Welland Canal, and the St. Lawrence navigation.

As the present operations on these works are being prosecuted with money borrowed from the banks, and the same inconveniences to the public, which I have mentioned on former occasions, are again arising rapidly, and will become earlier and more onerous on account of the increasing commercial depression in the province, I have to request that no time may be lost in raising the amount, and enabling me to draw for it in the manner which may seem most advantageous to the Lords of Her Majesty's Treasury.

I have, &c.

(signed) *Charles Bagot*.

— No. 27. —

(No. 244.)

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot*, Bart., G.C.B., to Lord *Stanley*.

No. 27.

Despatch from  
Sir C. Bagot to  
Lord Stanley,  
11 December 1842.

My Lord,

Kingston, 11 December 1842.

I have the honour to transmit herewith, for your Lordship's information, a Report which I have received from the President of the Board of Works upon the progress of the public works carried on in this province during the past summer.

It will be satisfactory to Her Majesty's Government to learn, that the works on the line of the St. Lawrence navigation have been pushed forward with as much energy as the means at the command of the provincial government have permitted, and that one of the important canals between the lakes and Montreal has been completed.

The navigation is now open from Kingston to Coteau-du-Lac: the Beauharnois Canal will open the remainder of the line from the latter place to Montreal.

The proposed operations in Lake St. Peter and the canal near Prescott will complete the works on the St. Lawrence, which, with the Welland Canal, on which the works are also advancing rapidly, will complete the highway from the inner lakes to the Atlantic.

The Report furnishes likewise the information sought in your Lordship's despatch of the 8th August, No. 220, relative to the works in progress for the improvement of the lake navigation.

I have, &c.

(signed) *Charles Bagot*.



## Enclosure in No. 27.

Sir,

Board of Works, 8 December 1842.

I HAVE the honour to acquaint you, that the annual general Report and statement of expenditure upon all the public works under the control and direction of this department, is now being prepared, and will be completed prior to the next meeting of the Legislature. The accounts of the several works, made out in triplicate, will be closed up to the 31st of this month, that I may be enabled to have a uniform system adopted throughout the province.

Encl. in No. 27.

The severity of the season having now suspended nearly all our operations (except so far as relates to the procuring of materials), and pending the preparation of the documents referred to, I am induced, by the warm interest evinced by his Excellency the Governor-General in the advancement of these various improvements, to furnish you, for his information, with a short outline of what has been effected this year.

The attention of the Board has been especially directed to the advancement of the works necessary to the full completion of the entire line of the St. Lawrence navigation throughout; with this view contracts for the building of the whole of the locks of the Welland Canal have been entered into; the feeder to it enlarged, so as not only to ensure an ample supply of water, but also to serve as another entrance from Lake Erie, terminating at the mouth of the Grand River. The situation of this entrance is such as to enable the navigation to be opened from three to four weeks earlier in spring, thereby obtaining one trip of the Lake Craft before the navigation to Buffalo, &c. is opened, the advantage of which in tolls may be rated, in proportion to the *present* trade alone, at 5,000*l.* per annum. Several of the new locks will be completed next year, and the whole of the line will be ready the succeeding year, and all will be accomplished without interrupting the navigation.

The section of the St. Lawrence navigation, called the "Cornwall Canal," is completed. I had the satisfaction of having one of the finest steamers in the province passed through it last week.

The works of that portion of this navigation between Lake St. Francis and Lake St. Louis, called the "Beauharnois Canal," are advancing rapidly; three miles of it are nearly completed; the whole of the earth-work will probably be finished next year, and the masonry so much advanced as to ensure the entire being ready for navigation in the fall of 1844. The quarries have turned out very fine, and the section throughout even more favourable than I had anticipated; and, notwithstanding the excitement which interested parties succeeded in getting up against this line, it will prove to be one of the finest specimens of canal navigation in this or in any other country.

The enlargement of the part between Montreal and La Chine is also now being proceeded with; the portion in hands being chiefly through quarry, the works can be advantageously carried on during the winter, and will thereby afford employment to many of the immigrant labourers, who have necessarily been discharged during the suspension of the other works.

A very extensive and efficient dredge establishment will be prepared against the spring to remove several bars in the channel through Lake St. Peter, and will be available for its improvement generally, but to what extent it is impossible to calculate with certainty; it must depend on and be governed by the practical experience which will be obtained during the operations of next year.

The only other part of the St. Lawrence navigation requiring improvement is that between Prescott and Dickenson's Landing, in which about four locks, with short lengths of canal, will be required; the necessary survey, plans, &c. are now in hands, and no time will be lost in having the works of these portions also undertaken, so that the whole line may be completed simultaneously; until this is effected, no return or advantage can be derived from the previous expenditure, and much economy and facility in the management will be obtained by having the entire in progress together.

Connected with this most important work, are the harbours upon the lakes, towards the improvement of which also much has been done this season. The materials for the construction of the harbours at Rondeau, Port Burwell, Catfish Creek, Port Dover, the Grand River, Port Colborne, and Port Stanley, on Lake Erie, are being procured and delivered; and at the last-mentioned port considerable progress has been already made in the dredging and construction of the piers.

The better lighting of this lake has also occupied the attention of the Board, especially about Long Point, where two new lights will be established against the opening of the navigation.

The harbours about to be constructed, or improved, on Lake Ontario, and for which much preparation has been made are, Port Dalhousie, the canal at Burlington Bay, Windsor Harbour, and Cobourg Harbour.

The steam-boat lock and dam at St. Anne's, on the Ottawa, are also finished, and will be ready for the trade in spring. By this word, the past monopoly of the navigation of the Ottawa and Rideau is put an end to. The most formidable difficulties which presented themselves in the course of this work have been surmounted in a very creditable manner by the spirit and perseverance of the contractors.

The next work of importance is the Chambly canal, which had been commenced long since, but from certain difficulties which occurred, was suspended for some years. I have the satisfaction to announce to you the completion of this work also. By the navigation of Lake Champlain, the river Richelieu is opened with Quebec, Montreal, &c. In extreme low water a shoal or bar in the river Richelieu, near St. Ours, would prove an

obstacle

obstacle to deep vessels ; to obviate which, preparations are now being made towards the construction of a lock and dam there, which will fully complete this fine line of navigation.

In addition to the foregoing works of primary importance, a very considerable progress has been made in the various other improvements embraced in the estimates of last year. Several large bridges upon the main line of road have been completed, and the others so much advanced as to insure their completion next year.

The works on the various lines of main roads in the western section of the province, necessary to the development of its resources, and the conveyance of its products to market, the Port Dover and Hamilton Road, the Lancaster Road, the Gosford Road, the Gaspé Road, have been put under contract, and much progress made thereon, several of them being more than half completed ; and in the Newcastle district, the lock at Whitlas Rapids, on the Otonabee river, has been finished, and that at Crooks' Rapid nearly so, by which about 50 miles of internal navigation will be effected, opening up several back townships of excellent land, and communicating with harbours on Lake Ontario by a short portage road of about 12 miles.

The number of men employed on the works, when in full operation, exceeded 6,000, which accounts for there being no pressure felt from the unusual number of immigrants this year.

The low price of provisions has enabled the Board to set the works on very advantageous terms.

The foregoing summary will, I trust, satisfy his Excellency that a vast deal has been effected this year ; much more indeed than could reasonably have been calculated upon from the very advanced period of the season, when we received our authority to proceed ; and I am happy to say, that in no case have our estimates been exceeded for the completion of the respective works, but in some a considerable balance remains unexpended. The cost of management will, when the accounts are furnished, prove to be unprecedentedly low.

I have, &c.

Rawson W. Rawson, Esq.  
Chief Secretary, &c.

(signed) *Hamilton H. Killaly,*  
Pres<sup>t</sup> B<sup>d</sup> of Works.

— No. 28. —

(No. 312.)

No. 28.

Despatch from  
Lord Stanley to  
Sir C. Bagot,  
14 January 1843.

COPY of a DESPATCH from Lord *Stanley* to the Right honourable Sir  
*Charles Bagot*, Bart., G.C.B.

Sir,

Downing-street, 14 January 1843.

I HAVE received your despatch of the 11th December, No. 244, enclosing a Report of the President of the Board of Works upon the progress of the Public Works in Canada during the past summer ; and I have much satisfaction in learning from this account that the public works in the province have made such considerable progress, and that the aid which has been afforded by the mother country has been so judiciously applied.

I have, &c.

(signed) *Stanley.*

—No. 29.—

(No. 6.)

No. 29.

Despatch from  
Sir C. Bagot to  
Lord Stanley,  
18 January 1843.

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot*, Bart. G.C.B.  
to Lord *Stanley*.

My Lord,

Government House, Kingston, 18 January 1843.

I HAVE the honour to transmit to your Lordship, with reference to the several despatches which I have addressed to you upon the subject of the Beauharnois Canal, a copy (in duplicate) of the printed Report of the Select Committee of the House of Assembly, which sat during the last session upon that subject, together with the evidence taken by them.

This document appears to me fully to justify the selection of the south side for the construction of this canal, and the experience which has been since gained in the prosecution of these works strongly corroborates the choice.

I have, &c.

(signed) *Charles Bagot.*



## Enclosure in No. 29.

## R E P O R T.

THE Special Committee to which were referred the copy of the Estimate made by Mr. Samuel Keefer, Civil Engineer, dated 19th June 1841, of the probable Cost of constructing a Canal for Steam-boats between Lake St. Francis and Lake St. Louis, laid before the Legislative Assembly on the 20th September 1842; the Petition of G. Beaudet, and others, of the County of Vaudreuil, and the Message of His Excellency, the Governor-general, of the 30th September 1842, relative to the appointment of a Military Engineer, to inspect, report, or superintend the construction of the St. Lawrence Canal; with power to report from time to time, have the honour to Report:

Encl. in No. 29.

THAT your Committee, with a view to facilitate references to Maps, Plans, and Documents, in the custody of the Board of Works, deemed it advisable to accept the use of a room in the Department, placed at their disposal by the Honourable Chairman, and in which the inquiry and deliberations of the Committee have been conducted.

That after a most patient and careful investigation upon the important subject referred to them, your Committee find themselves unable to form any conclusive opinion, owing to the peculiar nature of the subject-matter to be inquired into, and to the contradictory statements, both from the practical and scientific men whose evidence or opinions have been heard or referred to in the course of the inquiry.

Under these circumstances, and taking into consideration the termination of all the other business before the Legislature, and the immediate prorogation that is to take place, your Committee have resolved to close their proceedings, and report the evidence and documents laid before them; and without expressing any further opinion thereon, humbly submit the same.

G. Moffatt,  
Chairman.

12 October 1842.

## MINUTES OF EVIDENCE.

The Honourable GEORGE MOFFATT, Esq. in the Chair.

*Saturday, 24th September, 1842.*

*William Stewart, Esquire, called in; and Examined.*

1. STATE your residence, and profession, and whether you have any interest for or against the Beauharnois Canal?—I am a merchant at Bytown. I have no interest whatever, for or against the canal.

2. Are you acquainted with the south shore of Lake St. Francis, namely, that part opposite to the steam-boat landing at Coteau du Lac?—I am generally, but not particularly acquainted with it, having been frequently up and down it in boats before steam-boats were introduced.

3. Have you been 30 or 40 times down the St. Lawrence?—I do not think I have.

4. Will you state, as near as you can, how often you have been up and down the St. Lawrence?—12 or 15 times.

5. Do you know M<sup>r</sup>Pherson's Point, below Isle aux Chats, or Cushing's Island?—No, not particularly.

6. Are you acquainted with Hungry Bay?—Yes, I have been on that shore once or twice.

7. Do you think Hungry Bay affords good anchorage for vessels going down the St. Lawrence; if so, why?—My impression is, that when the wind is down the river, a heavy sea, with surf, blows down that way, therefore it does not always afford safe anchorage.

8. Would you think a raft safe within seven or eight miles from Isle aux Chats, on the south side, the wind blowing north or north-west?—I should hardly think it safe, as rafts have great difficulty, when blown into that shore, in getting out again; but I have never accompanied a raft myself down that part of the river.

9. Can rafts blown into Hungry Bay get out without a steam-boat or a strong south wind?—I should think not without waiting for a favourable wind; pilots are generally very careful to avoid being blown into Hungry Bay.

10. Is it not at all times considered dangerous for a raft to get into Hungry Bay?—I think it is.

11. Have you passed down the channel between Chartier's Point and Isle aux Chats, and if so, describe it?—I have not sufficient knowledge of the channel of the river to give any information on that point.

12. Do you know Hungry Bay; that is, personally; and do you think it would afford good shelter for vessels in the event of high winds?—I am generally, but not thoroughly, acquainted with it; when the wind blows down the river I should think it would not afford good shelter.

13. Have you a knowledge of the north side of Lake St. Francis, particularly that part of it at which the steam-boats now arrive and depart?—I have only a general knowledge of it, so far as have acquired by going up and down it repeatedly.

14. Are you of opinion that the Rideau Canal is sufficient for all the purposes of trade in this province for some years to come, and the making a canal between St. Louis and St. Francis lakes a needless expenditure of public money?—In the present commercial state of the country, with a good navigation downwards, I think it is.

*Jacques, an Indian Pilot, called in; and Examined.*

*Answer to Question 1.*—I live at Cocknawaga, and am a steam-boat pilot; I have been 20 years a pilot.

15. Do you know Isle aux Chats, and that part of the river?—Yes.

16. Can boats go down the channel between Isle aux Chats and the main shore, on the south side?—Boats can pass down, but not barges.

17. How large a barge can you take down that channel?—A batteau containing about 200 barrels of flour.

18. Is there good anchorage or safe harbourage within seven miles of Isle aux Chats, on the south side?—With a light wind a raft may ride there, but a strong wind would break it to pieces; the nature of the anchorage is such that six or seven years ago we could not get up our anchor, and the chain broke.

19. Do you know M'Pherson's Point, below Isle aux Chats?—Yes.

20. Supposing M'Pherson's Point the mouth of a canal, could you take a barge carrying 1,400 or 1,500 barrels of flour into it?—I would not undertake to do it.

21. Do you think it possible to take such a barge in without endangering the crew and cargo?—It is not from the danger of going down, but a barge would run aground before she arrived there.

22. Could you take an empty barge into M'Pherson's Point, on a dark night?—I could not; I would rather take a barge carrying 1,500 barrels down the north side than an empty barge on that side.

23. Could an empty barge get into Lake St. Francis from M'Pherson's Point, if the wind were contrary?—It would not be possible.

24. Could a vessel stay with safety at M'Pherson's Point, heavily laden, during a wind down the river?—It could not, as the waves coming in from the lake are stronger than the rapid.

25. Were you the pilot selected to take the first steam-boat from Upper Canada to Lower Canada, and through what channel did you go?—I was; I took the steam-boat "Lord Sydenham" from Prescott to Montreal, and I passed down the north channel by Coteau du Lac.

26. Why did you go by the north channel?—Because there is no passage on the south for a boat of that size.

27. Can you inform the Committee what is the depth of water on the shoals lying between Chartier's Point and Isle aux Chats?—In some places it is deep, in others not two feet.

28. Can a barge drawing five feet water go down the south side?—A vessel of three feet draught might pass down, but not one drawing five feet.

29. Are you well acquainted with the lower end of Lake St. Francis, on the north side of the lake, particularly near the place where the steam-boats now arrive and depart?—Yes.

30. Is there a sufficient depth of water within seven or eight miles of the place, and good anchorage?—There is plenty of water and an excellent bottom for anchorage.

31. Can boats and rafts arrive downwards at the Point, and boats proceed upwards at all hours of the night?—Yes, at any hour of the night.

32. Is the anchorage much exposed, and have you heard of any boats or rafts being wrecked in that vicinity?—The anchorage is good; I never heard of any vessels being wrecked there except rafts which were without anchors.

*Wednesday, 28th September 1842.*

THE Chairman laid before the Committee copies of certain correspondence between his Excellency the Governor-general and the Secretary of State for the Colonies, respecting the Beauharnois Canal, which he had received from his Excellency's Secretary.—(Appendix, No. 16.)

*William Roebuck, Esquire, called in; and Examined.*

*Answer to Question 1.*—I reside at Coteau du Lac, and am Superintendent of Pilots, and Salvage Agent for the St. Lawrence Inland Marine Assurance Company; I was educated at Woolwich as an engineer, and was draftsman to Lord Dalhousie for five years, I have no interest for or against the Beauharnois Canal.

33. Do you know the south shore near Hungry Bay, between M'Pherson's Point and seven miles above?—I do.

34. State your opinion as to the anchorage, and whether that shore affords a safe harbour for vessels lying there?—There is no anchorage; the harbour may be good, but there is no getting into it.

35. How deep a draught of water can be found between Hungry Bay and M'Pherson's Point, and what description of barge could navigate it?—I have frequently sounded it, but never found more than 8½ feet draught of water; where the channel is marked 690 feet wide on the plan, the difficulty is over; the real width of the channel above is not over 100 feet. It must be a very light barge to navigate it, not drawing over three feet water.

36. Could a vessel entering the river, within three miles of M'Pherson's Point, in case of the shift of the wind, anchor and remain in safety in any part of Hungry Bay?—A vessel cannot anchor in safety above the shoals.

37. Could an ordinary vessel, loaded or unloaded, get from M'Pherson's Point to the lake, unassisted by a tug-boat, unless in an easterly gale?—Certainly not, with her usual complement of men.

38. Could any complement of men, in a fresh wind from the west, south, or north point, of the compass,



compass, get a barge up, loaded or unloaded, from M'Pherson's Point to the Lake St. Francis?—They could not.

39. Can a barge from the west enter at M'Pherson's Point after or before daylight?—It would be impossible.

40. Could a barge drawing five feet find a passage to M'Pherson's Point, from the west?—I think not.

41. Could a barge go from the steam-boat landing at Coteau du Lac, across to M'Pherson's Point in ordinary wind?—No; it might with an east wind.

42. What is the set of the current, and what are the prevailing winds on the St. Lawrence; describe what you know on that subject?—The set of the current is from the south shore towards the northern entrance; it divides some distance above Coteau du Lac, and by far the greater part passes on the north side. The prevailing winds are from the west and north-west, with occasional southing.

43. Which would you call the lea shore of Lake St. Francis?—Hungry Bay.

44. Are there any dangers in going between Hungry Bay and M'Pherson's Point; and if so, in what do they consist?—There are great dangers, viz. from violent winds, a whole rake of 40 miles of lake; it is the most boisterous place on the River St. Lawrence; the surf running, when a northwest wind blows, a quarter of the height of the trees on Grosse Point, shoal water, rocky bottom, no anchorage, and a crooked channel.

45. How many channels are there for barges or rafts from Hungry Bay to M'Pherson's Point; and what sized boats or rafts (of what draught) could be navigated between those places?—For rafts or boats drawing three feet water there are two channels.

46. Are there three channels, of from 600 to 1,200 feet, on the south side, entering to M'Pherson's Point, of from 12 to 20 feet depth?—No, decidedly not.

47. Do you know any place on the St. Lawrence more dangerous than Hungry Bay and the vicinity of M'Pherson's Point, with relation to anchorage, harbourage, and heavy winds, from any point on the compass?—No place on the St. Lawrence is so bad in a gale of wind, except, perhaps, Lake St. Peter.

48. Will you look at the chart of the south channel, and say whether it is, in your opinion, correct; and if not so, in what respect do you consider it incorrect?—In the lower part of the channel, nearest to Isle aux Chats, it is incorrectly stated both in width and depth; the width of the channel being only 100 feet, with a depth of eight feet and a half, taken when the water was six inches higher than it is at present. The upper part of the channel is also incorrectly laid down, both in width and depth. Between Grosse Point and Isle aux Chats, there exist shoals, not laid down in the plan, which would prevent boats taking a direct course into the channel. I consider the plan incomplete, inasmuch as it does not lay down the set of the current. The depth of water on the centre shoal is stated to be much greater than it really is; I could get out of a boat and walk on the shoal for nearly half the length of it; the width and depth of water in the southernmost channel is also much less than therein stated.

49. By your channel of eight feet and a half, do you mean a practicable channel for barges propelled by wind or oars?—No, decidedly not; by a practicable channel, I mean a channel sufficient to correspond with a canal.

50. What is the depth of the practicable channel between Grosse Point and M'Pherson's Point?—Three feet.

51. Do you know the steam-boat landing, and Asslin's Wharf, at Coteau du Lac?—Perfectly well.

52. Can vessels get into Asslin's or the steam-boat landing at any hour of the night with perfect safety?—Generally, but in extreme cases it might be necessary to cast anchor.

53. Does the north shore afford good anchorage and safe harbourage?—Perfectly good anchorage is to be found all the way down from M'Laughlan's Point, above 30 miles above the landing place.

54. Should a strong wind from the east or west arise while vessels are lying at Asslin's or the Steam-boat Wharf, would either one or the other endanger the boat?—Never, with proper care.

55. How long have you been acquainted with the navigation of the river St. Lawrence?—Since the spring of 1823. I have been frequently down in boats, rafts, and canoes, on both sides of the river.

56. Is it possible, without an enormous expense, to make a channel by artificial means between Chartier's Point and Isle aux Chats?—It is not.

57. Did the committee understand you to say that, after you were inside of Chartier's Point, the surf would have no injurious effect?—Yes, a boat would there be beyond the force of the surf.

58. You state that you found no more than  $8\frac{1}{2}$  feet water in the channel laid down. Can you inform the committee whether this  $8\frac{1}{2}$  feet water was from rocks or shoals; and if rocks, of what extent; and if shoals, of what composed?—I should think it consisted of immense boulders, with loose stones.

59. Did you intend the committee to understand that there was a safe harbour and anchorage between Chartier's Point and M'Pherson's Point?—I do not know what the anchorage is, but a boat may be tied to a tree on the shore.

60. What is the reason that an anchor will not hold in the vicinity of, or above the shoals?—Because it is rocky bottom, and also from the immense swell and surf, and the violence of the winds.

61. Why could not a boat drawing five feet water find a channel up, when you say there is  $8\frac{1}{2}$  feet water?—Because the channel is so crooked and difficult to keep, and the sets of current so likely to drift a boat on to the shoals, either from loss of headway or making leeway; therefore I have chosen this light draught in case I should touch any point of the shoals; a boat of so small a size as to draw but three feet could be commanded better by the poles of the men, than a heavy packet like those suited to the present size of the canal.

62. Are you aware whether the height of water is affected by the winds, or not; if so, to what extent?—The height of water is affected by the winds; an east wind will lower the water in the rapids, and will raise the lake; when this wind shall abate there will be a rise in the rapids, corresponding with the fall. I surveyed the channel between Isle aux Chats and Grosse Point twice during a slight east wind.

63. Do you consider the eastern entrance to the canal as eligible for the purpose, that is, affording good entrance, good exit, shelter and anchorage?—To my personal knowledge it is unexceptionable, and I wish the other terminus was as good.

64. Would the placing the canal on the south side instead of the north, injure the value of property on the latter side; that is to say, at and in the neighbourhood of Coteau du Lac?—I think not; if I owned a farm there, I would give a large sum of money rather than have the canal pass through it; I should think it would lower its value 50 per cent.

65. Are you aware of the effect the making of the canal has had on the value of property at Cornwall?—I have no positive knowledge about it.

66. Would the placing the canal on the south side seriously affect the emoluments of the office of Mr. Simpson, the collector at Coteau du Lac?—I think it would not, for if the intercourse were removed to the other side, the collector would be removed with it.

67. Would the completion of the canal affect the interest of your brother, who is a pilot at Coteau du Lac?—I think not.

68. Can you give the committee any other information of the relative advantages of the two sides for the junction of the two lakes by a canal?—Pilots, as good as are now used for the Cedar Rapids, must be found to meet the boats a long distance up, on the south side, and conduct them through this intricate entrance to the canal. This will be dangerous at all times, and always inconvenient and expensive; dangerous from the surf, and want of good anchorage for the barges; inconvenient, from the uncertainty of the arrivals of boats; and expensive, from the necessary small craft, and hands to go to the boat having ever to be on the alert, and at wages which must come out of the merchant or forwarders, as at Quebec or other seaports. Most of all the men now employed on the river are well acquainted with the north side, and hardly any with the south, therefore much loss will occur before the necessary knowledge is obtained. The depth of water by the map of the Board of Works, now in their room, is not as much as is to be in the canal; and all must know that from 18 to 24 inches, at least, must be allowed for the plunge of the boat in a heavy wind; all this is ready at hand on the north side. On reflection, from having passed down on foot, to the contemplated entrances, the current is exceedingly swift by them, and boats would be apt to run past, as they do now at Lachine, where more damage is done getting into the canal than in all the route down, except at the Cedars. Nothing of this kind would happen at Coteau du Lac, the water being smooth, and without current of any consequence at the mouth of the canal at M'Intyre's Bay.

Should rafts arrive at the usual place of anchorage before descending the rapids, and a contrary wind spring up, they could still go down in the north canal, whereas no steamer ever could tow them to the mouth of the south canal; this would often take place in the fall, when rafts had been badly strained, and this alone would be a considerable source of revenue. On the north side there is a ravine, extending, as per plan of Mr. W. R. Casey,  $5\frac{1}{2}$  miles, which, by nature, forms a fine line if not a natural canal. I am aware that the south side presents, on the land, many facilities, but I have to learn that there is enough there to counterbalance this natural cut. Some objections have been urged to this line, as being the watercourse of a large tract of country, and that it would gradually fill up; but it is of so much greater depth than needed, that it will take a series of years before it could be filled so as to infringe upon the depth of water needed; and all superfluous or waste water can be carried away by means of aprons or slides, without injury to the works. It has been the custom to deride the military point of view that this canal should be run in, but since having read the despatch of the colonial secretary, I hope I may touch upon this without the usual taunts. Looking at it, therefore, in this light, the north shore presents incalculable advantages. In time of war, it would require a large army for the defence of the one on the south shore, and thereby paralyze a body of forces that would have to remain on the defensive, instead of being able to co-operate with the rest of the army in active service against the enemy. I am aware of the answer of his Excellency Sir Charles Bagot to the Vaudreuil address; but this kind and parental promise, however pleasing to our feelings, experience has taught us to know is not at all times feasible. In all the troubles of the late unfortunate times, no body of men ever crossed the St. Lawrence and returned with impunity; but whoever committed invasion or excesses on the south side of this river, generally escaped without punishment; added to this, so rapid a river as the St. Lawrence is, at all points of this canal, it becomes a strong defence of itself—boats could not be collected, or men assembled for its attack, without our knowledge; on the other hand any body of hunters or good woodsmen could be told to rendezvous at any point on the line of canal most assailable, commit what damage they thought proper, and return before daylight through the woods. I can pick out, from Ogdeensburgh to the line of this canal, from 200 to 300 capable of doing this. The canal being in the hands of an enemy, could enable him to assemble, concentrate and organize, any force of troops and flotilla, for an attack on Montreal, or to gain the command of the Lake St. Louis, and thereby cut off all communication with the Rideau, unless we had the naval ascendancy on that lake; whereas without a canal, no boat could descend the river without being subject to a fire all along the line of the river, as nothing like an armament can go down the south side from the dreadful rapids. On the north side there is always a fort at Coteau du Lac, containing troops for its defence, already built, without the expense of erecting one on the south. In saying this, let me not be understood that a canal on the north side would be any defence, but that on the south side it would weaken instead of strengthening our means.

*Hubert Sauve, dit La Plant, a Pilot, called in; and Examined.*

*Answer to Question No. 1.*—I live at Coteau du Lac. I have been for 23 years a pilot between Montreal and Cornwall; but my principal employment is between Cornwall and Coteau du Lac. I have no interest in the Beauharnois Canal.

*Ans. to Q. 15.*—Yes.

*Ans. to Q. 16.*—I think not, especially during the prevalence of certain winds.

*Ans. to Q. 17.*—I would not undertake to conduct a barge down drawing four feet.

*Ans. to Q. 18.*—No, on account of there being no shelter against prevailing winds.

*Ans. to Q. 19.*—Yes.

*Ans. to Q. 20.*—No.

*Ans. to Q. 21.*—No. I would not risk it.

*Ans. to Q. 22.*—No craft of any kind, however small, could safely go down at night.

*Ans.*



*Ans. to Q. 23.*—No, not at all.

*Ans. to Q. 24.*—Yes; Point M'Pherson is not very bad.

*Ans. to Q. 27.*—The depth of water is from eight to one foot and a half from Chartier's Point to the upper end of Isle aux Chats; there are holes of greater depth.

*Ans. to Q. 28.*—No, on account of the crooked direction of the channel, the force of the current, and the violence of the wind.

*Ans. to Q. 29.*—Yes, I know it intimately well.

*Ans. to Q. 30.*—Yes, there is a sufficiency of water, and excellent anchorage near the shore.

*Ans. to Q. 31.*—Yes, it is of every day occurrence.

*Ans. to Q. 32.*—The anchorage is good, and I never heard of any vessel or raft being wrecked there.

*Ques. 70.* Have you ever taken down barges through the rapid from Coteau du Lac to Lachine?—Before I was employed as a steam-boat pilot, I took down several batteaux and rafts.

71. Were you on board the steamer Neptune when she took the troops over to Beauharnois in 1838, and did she get aground at M'Pherson's Point or near it?—I was on board the Neptune: our intention was to go to M'Pherson's Point, but we could not get down there, I made two trips on that occasion; during the first the weather was rather calm; in the second I anchored the boat between Grosse Point and Chartier's Point; and while the troops were being landed, which occupied some time, a strong wind arose, and the anchor drifted, carrying the boat upon the shoals between Chartier's Point and Isle aux Chats, where she drifted from shoal to shoal; and while I was there a barge employed on the occasion was wrecked on the same shoals.

72. What water did she draw?—Three feet.

73. Why, if you desired to go to M'Pherson's Point, did you go into the bay, near Grosse Point, instead of following the raft or batteau channel?—There is no channel there for boats or rafts, that is, on the south side.

74. What is the direction of the current between Grosse Point and Isle aux Chats?—It takes a northerly direction.

Captain *Ashahel Whipple*, called in; and Examined.

*Answer to Question No. 1.*—I am proprietor of steam-boats and stages between Dickenson's Landing and Montreal; I reside in the latter place; I have no interest in the canal, but my business is altogether on the north shore.

*Ans. to Q. 33.*—I am tolerably well acquainted with it, having frequently landed there from a small boat.

*Ans. to Q. 34.*—I think that part of the lake is most exposed; it is very sandy, and shoal about the shore.

*Ans. to Q. 35.*—I think that, without deepening, it could not be navigated by a vessel drawing more than six or seven feet water; a vessel of that draught might accomplish it by following the deep water, but the channel is very crooked.

*Ans. to Q. 36.*—I think the anchorage is not good, and it is not sheltered; the bottom is sandy.

*Ans. to Q. 37.*—I think not.

*Ans. to Q. 38.*—I think not, unless the boat was so light that they could pole her up in-shore.

*Ans. to Q. 39.*—Perhaps not safely, without the assistance of a lighthouse.

*Ans. to Q. 40.*—I am not aware that it could.

*Ans. to Q. 41.*—I doubt it; the current is so strong that it is as much as a steam-boat can do to get across.

*Ans. to Q. 42.*—The current sets to the north; the prevailing winds are west, south-west, and north-west.

*Ans. to Q. 43.*—The south side.

*Ans. to Q. 46.*—I am not aware that there are three such channels, but I think there are not.

*Ans. to Q. 47.*—I think it is the most exposed part on that end of the lake.

*Ans. to Q. 48.*—I think there is a shoal above those on the plan, which is not laid down.

*Ans. to Q. 49.*—I do not conceive that there is, at present, a practicable channel.

*Ans. to Q. 51.*—Yes.

*Ans. to Q. 52.*—Steam-boats can come in at all hours of the night, but sailing craft depend on the wind.

*Ans. to Q. 53.*—It is.

*Ans. to Q. 54.*—No, not at all; it is sheltered from the east.

*Ans. to Q. 59.*—I do not think the anchorage very good, but below the shoals it is sheltered.

*Ans. to Q. 64.*—I am not aware that it will make much difference in the value of property.

*Ans. to Q. 65.*—I do not think the value of property has increased there in consequence of the canal, except at the entrance and exit.

*Ques. 75.* Do you own any real estate on the north shore, at Coteau du Lac, or between that place and the Cascades?—None, except a wharf and eight or nine acres of land.

76. Would the completion of the canal affect staging from the Cascades to Coteau du Lac?—I am not aware that it would.

77. Do you know of any of the rafts (to which you have alluded as being in Hungry Bay) having been broken up and wrecked by the winds?—I know that there have been a great number since I have been acquainted with that part of the lake.

78. Do you know what the shoals and points in the current opposite Isle aux Chats are composed of?—The shoals are rocky.

Dr. *John Joseph Loy*, called in; and Examined.

*Answer to Question No. 1.*—I reside at Coteau du Lac, where I have lived upwards of ten years as a practising physician. I have no interest either for or against the Beauharnois Canal.

*Ans. to Q. 33.*—Yes.

*Ans. to Q. 34.*—I am no engineer, and am not acquainted with the bottom; but I do not think the anchorage from Grosse Point above to be good, on account of the violence of the winds.

*Ans. to Q. 35.*—I do not think a barge carrying 200 barrels of flour could find a safe passage, as the channel is very crooked and the shoals almost lap each other.

*Ans. to Q. 36.*—By no means.

*Ans. to Q. 37.*—It could not; I was there myself about three weeks ago, in a small boat with four oars, and we were unable to row against the current, and had to pull in to the shore and tow the boat.

*Ans. to Q. 39.*—I should not think so; it would be a hazardous undertaking.

*Ans. to Q. 41.*—I do not think a heavy barge could do it, unassisted by a steamer.

*Ans. to Q. 42.*—The current sets in a northerly direction from Grosse Point towards Isle aux Chats; the prevailing winds are north-west and south-west.

*Ans. to Q. 43.*—The north shore.

*Ans. to Q. 44.*—I think I have already answered this question. The current is very crooked, and the shoals numerous; there is a shoal, not on the plan, which is right across the lower end of the channel, of five feet water, more or less; I did not sound this part of the channel, but I could see the rocks very plain.

*Ans. to Q. 45.*—The rafts which pass down that part of the river are principally of cord wood, and do not draw over three to three and a half feet water. I conceive there are only two channels.

*Ans. to Q. 46.*—No.

*Ans. to Q. 47.*—I do not; I consider it the most dangerous on the lake.

*Ans. to Q. 48.*—I have already pointed out the incorrectness of the chart in regard to the south channel, which I believe to be no channel at all; there are also shoals which are not mentioned, both above and below those laid down.

*Ans. to Q. 51.*—I do.

*Ans. to Q. 52.*—Since I have resided at Coteau du Lac they have come in at all hours of the night.

*Ans. to Q. 53.*—It does, below Point Moliere, Point M'Gee, and Point au Foine.

*Ans. to Q. 54.*—No, they are sheltered there.

*Ques. 79.* What is the rate of the current, in the quickest place, between Hungry Bay and M'Pherson's Point?—I consider the strongest part of the current to be at the lower end of Isle aux Chats; and have already stated that a boat with four oars could not stem it. I should suppose it to be upwards of three miles per hour.

*Ans. to Q. 64.*—I think not.

*Ans. to Q. 71.*—I was not on board of her, but I was in a boat in tow of her; the steamer grounded above Chartier's Point.

*Ans. to Q. 72.*—I cannot.

*Ques. 80.* Do you think a vessel with good anchors could ride in safety anywhere within three miles west of Grosse Point, on the south side, in ordinary gales of wind?—I think it would be dangerous to do so, on account of the heavy swells.

81. Are rafts frequently wrecked in that lake?—Yes: there was one wrecked a short time ago above Grosse Point, on the south shore.

82. Do you think if lights were placed on Grosse Point, Cat Island, or M'Pherson's Point, that boats could enter the south channel in the night?—I think not.

83. What do you think is generally the difference of time in the breaking up of the bourdage ice on the north and the south side (Coteau du Lac and Beauharnois) in the spring, and in the formation of the ice in the fall?—The channel on the north side is generally open later in the fall, and earlier in the spring than that on the south: I do not know what is the difference of time, but it is not great.

*Ans. to Q. 75.*—I own one quarter of an acre at Coteau du Lac.

Thursday, 29th September, 1842.

Mr. Allan Perry, called in; and Examined.

*Answer to Question 1.*—I have resided for upwards of 40 years at Coteau du Lac. I am a farmer and boat pilot. I have no interest for or against the canal.

*Ans. to Q. 33.*—Yes, I am acquainted with that part of the lake, having been up and down several times.

*Ans. to Q. 34.*—Vessels may anchor there in calm weather, but in a gale of wind it is almost impossible.

*Ans. to Q. 36.*—Not with safety.

*Ans. to Q. 38.*—No, they cannot.

*Ans. to Q. 39.*—It cannot.

*Ans. to Q. 40.*—It might, in calm weather, by following the crooks of the channel among the shoals, but in a high wind it would be impossible.

*Ans. to Q. 42.*—Towards Chartier's, or Knight's Point, on the Beauharnois shore. The prevailing winds are south-west, north, and north-west.

*Ans. to Q. 43.*—The south shore.

*Ans. to Q. 46.*—No, they cannot be found.

*Ans. to Q. 51.*—I do.

*Ans. to Q. 52.*—It has been done frequently.

*Ans. to Q. 53.*—It does.

*Ans. to Q. 54.*—Not in the least.

*Ans. to Q. 59.*—Below the shoals a boat may anchor, but the current is strong.

*Ans. to Q. 78.*—Rocky shoals.

*Ans. to Q. 62.*—An east wind will lower the rapids five or six inches, and a west wind will raise them.

*Ans. to Q. 60.*—Because of the heavy winds and bad anchorage.

*Ans. to Q. 75.*—I do; I have a farm there.

*Ans. to Q. 72.*—Probably from eight to ten miles per hour, off Chartier's Point, running northerly. I have poled a canoe up, but I do not think I could paddle her.

*Ans. to Q. 83.*—The navigation is open about three weeks later in the fall, and a fortnight earlier in the spring, on the north side than on the south.



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Mr. *Joseph Asslin*, called in; and Examined.

*Answer to Question 1.*—I was born at Coteau du Lac, and have resided there all my life; I am 28 years of age. I have no interest for or against the canal.

*Ans. to Q. 33.*—I know it pretty well.

*Ans. to Q. 34.*—There is no good anchorage or harbourage.

*Ans. to Q. 36.*—It is impossible.

*Ans. to Q. 38.*—A light canoe, with seven or eight men, might paddle up; I have often paddled up a small canoe, with four men.

*Ans. to Q. 42.*—Were a boat set adrift at Grosse Point, it would pass between Isle aux Chat's and Chartier's Point. The prevailing winds are north, north-west, and south-west.

*Ans. to Q. 46.*—Not to my knowledge.

*Ques. 84.* Do you own the wharf and property known as Asslin's wharf, at Coteau du Lac?—I do.

85. Can you tell the committee why it is that all your neighbours are so opposed to the canal being on the south side?—Because they are opposed to a misapplication of public money.

Mr. *Robert M<sup>c</sup>Intyre*, called in; and Examined.

*Answer to Question 1.*—I have lived for the last 11 years at Coteau du Lac, and have been engaged in lumbering and farming. I have no interest in the construction of the canal on the south side, but would wish, both on public and private grounds, to have it on the north shore.

*Ans. to Q. 33.*—I do.

*Ans. to Q. 34.*—From Grosse Point downwards there is no safe anchorage; above Grosse Point there may be anchorage, but it is very much exposed to the rake of the lake, bottom sandy; below Grosse Point the general character of the bottom is rocky.

*Ans. to Q. 36.*—I should think it would be very much exposed, and in great danger.

*Ans. to Q. 39.*—It is quite out of the question.

*Ans. to Q. 43.*—The north shore, because the prevailing winds are northerly; I have been frequently obliged to lie on the north shore for shelter, for fear of being blown into the dangers of the south.

*Ans. to Q. 46.*—I do not think there is *one* channel, and I doubt whether the whole width, between Isle aux Chats and the main land, would amount to so much.

*Ans. to Q. 48.*—There is a shoal, below those down on the plan, which is not laid down; there is another above, between Grosse Point and Isle aux Chats, of great size, running northerly, also omitted; I have frequently sounded it, and found little over three feet water.

*Ans. to Q. 51.*—I do.

*Ans. to Q. 52.*—They come in at all hours of the night.

*Ans. to Q. 53.*—It does.

*Ans. to Q. 54.*—No.

*Ans. to Q. 82.*—I should consider it almost impossible to do it, even in day-time, with a fair wind; two out of twenty-five vessels could not get in with any wind.

*Ques. 86.* Is it practicable to remove the obstructions at present existing in those channels?—It might be done, at a large outlay.

87. Have you had any opportunity of estimating the expense of removing those obstructions?—I have not.

88. If so, what, in your opinion, would be the cost of deepening the channel to nine feet water?—(Inapplicable.)

*Ans. to Q. 75.*—I own property at Coteau du Lac.

*Ans. to Q. 78.*—Large rocks.

*Ans. to Q. 79.*—I consider the quickest part of the rapid to be opposite the upper end of Grand Island, where the current is full three miles per hour, perhaps four.

Friday, 30th September, 1842.

W. R. Casey, Esq., Civil Engineer, called in; and Examined.

*Ans. to Q. 1.*—I reside at New York, and have practised as a Civil Engineer for the last 12 years.

*Ans. to Ques. 43.*—The south or east side. I speak from experience acquired on the south side of the St. Lawrence, at Laprairie, in 1834, 1835 and 1836.

*Ques. 89.* Can a good route be obtained by keeping on the table land to the Cascades?—There can; a very good route.

90. Having seen the documents from the Board of Works relating to this canal, are you prepared to give any opinion as to the comparative cost on the two sides?—I have examined all the documents at present before the Committee, and see nothing in them to warrant the assumption, that an equally efficient canal can be made cheaper on the south side than on the north.

91. Have you any remarks to offer, or suggestions to make, for the information of the Committee, on any of the documents furnished by the Board of Works?—In Despatch No. 157, from the Governor-general to Lord Stanley, there is a comparison of the two routes, in which he states the length of canal on the north side at 15 miles, and that on the south at 12 miles. I object to this statement; because the canal on the south side, though the shortest, terminates at the foot of a strong current, while the canal on the north side terminates in the comparatively still water of Lake St. Francis. The despatch states, further, that the aqueducts on the south side will be only 10 feet in width, while those on the north will be 50; my opinion is, that the width of those on the north side will only require to be 15 feet. It is also stated in the despatch, that the excavation on both sides is clay, with the exception of nearly a mile of rock at the lower entrance; and

further, that there is a ravine extending nearly half the length of the northern route; whereas the fact is, that if the ravine route on the north side be taken, the rock is avoided, except the rock under water, which is common to the termination of all the routes. With reference to the wash of the ravine, the canal will require cleaning out 10 times oftener than the ravine, owing to the great additional depth and width.

92. Have you examined the western terminus of the canal, between Isle aux Chats and the main shore?—I have examined it, but not thoroughly.

93. To what extent, and with what result?—In examining the channel indicated by the buoys, on the south side, I searched for a shoal place, and found the shoalest to be nine feet water.

94. Does it form a practicable entrance for vessels which can navigate the canal?—It does not; in the canal there is nine feet in the sill, and 10 feet in depth; in the river, the depth should be 11 feet in the channel to correspond.

95. Can the shoals be easily removed?—I think not; but I cannot speak decidedly, as I have not thoroughly examined it. I do not think that removing the shoals is the proper way of improving the navigation, but that the canal should be carried to some point several miles higher up; by removing the obstructions, the current would be increased.

96. Could vessels get in or out of the canal on the south side, without the assistance of tug-boats, or fair winds?—Not with the ordinary crew.

97. Do you consider a knowledge of the depth of water at the termini indispensable, before deciding on the route of the canal?—Most decidedly; because on that hinges the length of the canal, and on that again, the cost.

98. Which side of the river affords the greater facility for navigation?—The north side, at the lower end of Lake St. Francis, on account of the better channels, and also from being on the windward side.

99. Would a wind necessary to take a vessel into either entrance be favourable for the departure of that vessel from the canal on the south side?—I should think it would.

100. If steam-boats are necessary to the Beauharnois side, what is the objection to the river plan recommended by Mr. Mills?—The difficulty of construction, on account of much under-water work, is the only objection that I am aware of.

101. How many rivers are there on the north side, and how wide, and how are they to be crossed?—There are three rivers, viz. the River De l'Isle, the River Rouge, and the River à la Graisse; the first must be crossed by a dam; the two others may be crossed by culverts, or aqueducts.

102. Are there rivers of equal extent on the south side?—I cannot answer that question at present.

103. What was the nature of the shoals you examined between Isle aux Chats and Chartier's Point?—Stoney, covered with large boulders; the bottom I suppose to be rock, from its appearance at Isle aux Chats.

*Ans. to Q. 48.*—I believe the north channel to be stated correctly, but I know nothing of the others; the soundings, as far as I examined on the north channel, near Isle aux Chats, I found also correct; but I could not state positively as to the correctness of the plan without an examination which would occupy three weeks.

*Ques. 104.* Will the southernmost channel make a good entrance to the canal?—If the plan be correct, it will make a good entrance for vessels drawing eight feet water.

105. Will a north wind be a leading wind outwards from the terminus of the canal, through the southernmost passage?—A good sailing vessel, with a strong wind can go out.

106. Will you state to the committee your opinion of the relative merits of the eastern termini on both sides of the Lake St. Louis, touching the expense of making the entrance, and the period of formation and breaking up of the ice?—Of that I have no knowledge, personally.

107. Are you acquainted with the country between Lakes St. Francis and St. Louis; if so, state generally your opinion of the comparative engineering merits of the two sides, with a view to the connexion of those lakes by a canal?—I am well acquainted with the land on the north side, and have a general acquaintance with the ground on the south side. The north side admits of river and inland routes; the south side of inland routes only. Admitting the 12 miles of canal on the south side to be 50,000*l.* cheaper than the 15 miles of canal on the north side, there must be deducted from this sum the cost of the works between the canal and the lake. I have already declined giving any estimate of the cost of these works; but it is easy to show that it cannot be much less than 40,000*l.* supposing the channel free from rock. The expenses, repairs and renewals of a tug-boat would not be less than 1,500*l.* per annum, or five per cent. on a capital of 30,000*l.* to which must be added the 5,000*l.* for removing the shoals, in all 35,000*l.* Two miles of the

per mile.  
£. 7,700  
-     -     -  
£. 7,326  
£. 15,026

\* 123,200 c. yds. embankment, at 1*s.* 3*d.*  
19,536     "     wall,     at 7*s.* 6*d.*

ordinary tow-path, 15 feet high, with slope wall on both sides, will cost at least 30,000*l.*\*; and adding 5,000*l.* as above, we have 35,000*l.* besides the additional cost of towing against the current, an objection which increases with the business. If the bed of the river to be excavated be solid rock, the difference will be in favour of the north side; but whether rock or not, I feel very safe in repeating the opinion, that judging from the information now before me, I see nothing to warrant the assumption that an equally efficient canal can be made more cheaply on the south than on the northside.

Mr. Joachin Wattier, dit Lanoix, called in; and Examined.

*Ans. to Q. 1.*—I am a merchant, residing at Coteau du Lac, and have no interest for or against the canal.

*Ques. 108.* Would the same wind that takes a vessel in the canal, take her out?—There is no wind which will take a vessel into the canal that will not take her out.

109. On which side of the river does the ice form earliest, and last longest?—At the western extremity there is no difference; if the eastern termination of the canal is conducted to Point à Faucilles, it is at that point the navigation is opened earliest in the spring.

110. If



## PUBLIC WORKS (CANADA).

117

110. If there were a canal completed on the south side, and you were conducting a boat down from Cornwall to Montreal, what course would you take down the lake, and how near Coteau du Lac would you necessarily have to go?—There is no necessity for a vessel going down the river to pass within a mile and a half of Coteau du Lac, but it is necessary in passing Knight's Point, to give it a wide berth as it extends two and a half or three miles up the lake; and since the establishment of the navigation of the St. Lawrence, boats and rafts have not attempted to go down the south channel, and any carried into that channel have been generally given up as lost.

*Monday, 3d October, 1842.*

Mr. William Bowron, called in; and Examined.

*Ans. to Ques. 1.*—I have lived for the last 20 years at Huntingdon, and am a farmer and miller. I have no particular interest as to the location of the canal.

*Ques. 111.* Are you particularly acquainted with the south shore at the lower end of Lake St. Francis, and have you ever gone down the channel between Isle aux Chats and the main land?—I am very well acquainted with the shores, but I never went down the channel between Isle aux Chats and the main land.

112. What is the prevailing wind in that neighbourhood during the summer season?—Generally down the stream, or south-west.

113. Do you know the channel to the western entrance of the canal; and do you consider it a good practicable entrance for all the purposes of the canal?—I cannot state from personal knowledge.

114. Would the winds, from a quarter serving vessels or boats up and down the lakes, also serve boats passing through the canal?—I should think they would; the canal is almost in a line with the channel of the river and the lake.

115. Will you state to the Committee the difference of time in the formation and breaking up of the ice on the north and south sides of the river, at both entrances of the canal?—I cannot state from personal information.

116. Will you state to the Committee the probable effect on the value of land, on either side of the St. Lawrence, that the canal may pass; that is, in its immediate neighbourhood?—I think it would enhance the value of land at the entrance and terminus of the canal materially, more particularly at the western entrance; I think that a lot at present worth 100 *l.* would then be worth 1,000 *l.*

*Tuesday, 4th October, 1842.*

Mr. W. R. Casey, again called in; and Examined.

117. You have informed the Committee that, in order to obtain a good entrance to the canal, on the south side of the St. Lawrence, it must be carried into slack water; would a dam placed across the channel, at M'Pherson's Point, effect that object; if so, what would, in your opinion, be the cost of the same?—With reference to the effect of the proposed dams, I have to observe, that the additional depth of water thereby secured would be greater at the mouth of the canal, where least, if at all required, and least at the shoals ahead of the inclined plane, were most wanted. The removal of the shoals would be still necessary; and as the river falls fast below M'Pherson's Point, "the head and fall" of the dam, or rather dyke (for no water must pass over,) would be greatly increased, several, perhaps many feet, thus requiring additional caution in the construction. Assuming the dimensions to be 2,500 feet in length, and average height 15 feet, the cost would range from 20,000 *l.* to 40,000 *l.*, according to the style of the work, difficulties encountered, &c. To this must be added the cost of removing the shoals. On the other hand, the depth of water on the shoals would be somewhat increased, and the quantity of excavation correspondingly reduced; a narrower channel, without current, would answer the purpose, turns would be less objectionable; and unless the current, which now sets northward from Knight's Point, should be materially increased, the effect would be every way advantageous. Taking, however, into consideration that the cost would equal, if not exceed, that of a canal, that the advantages to the trade would be less, and that there is always some risk with such dykes, I am only confirmed in my previous opinion.

118. Would a tow-path from M'Pherson's Point, in your opinion, obviate the disadvantage of the entrance being placed there; and if so, what would be the probable cost thereof, and the yearly expense of towage into slack water?—A tow-path could scarcely be carried above Chartier's Point; hence it would only be of partial benefit. I am unable to answer the second part of the question.

119. What would, in your opinion, be the probable expense of continuing the canal to a point in the lake, which would afford a good entrance?—I cannot answer that question.

120. If the canal were continued to that point, would the entrance, with reference to depth of water, anchorage, and harbourage, be as good as may be obtained on the north shore, at or near the present Steam-boat wharf?

Upon the above question being put, Mr. Casey answered it in part, but was desired by the Committee to take it with him and consider it; to which course of proceeding Mr. Dunscombe (a Member of the Committee) objected, and desired that his objection might be recorded. The answer was subsequently given in writing, as follows:—

This is already answered, in as far as I feel myself warranted in giving my opinion.

*Charles De Witt, Esq. called in; and Examined.*

*Answer to Question 1.*—I have resided for the last two years at Godmanchester, and have been engaged in navigating Lake St. Louis since 1833. I am not aware that I have any interest in the canal, except as regards the public welfare.

*Ans. to Q. 2.*—I am.

*Ans. to Q. 5.*—I do.

*Ans. to Q. 9.*—They can in calm weather, or with a favourable wind.

*Ans. to Q. 11.*—I have passed up and down repeatedly in a log canoe drawing from three to six inches water; I do not know the exact depth of water, but I never remarked any shoal in the channel that would obstruct the navigation; I have always kept close in to Knight's Point.

*Ans. to Q. 16.*—I believe so; I have been down myself in a canoe, and from the observations I took, and the apparent depth of the water, I think that there would be no difficulty in passing down.

*Ans. to Q. 18.*—I cannot say.

*Ans. to Q. 20.*—I think so.

*Ans. to Q. 21.*—I think it is.

*Ans. to Q. 24.*—I believe it could.

*Ans. to Q. 27.*—I cannot say.

*Ans. to Q. 28.*—I believe that a barge drawing more than five feet could do so; but I have never taken the soundings myself.

*Ans. to Q. 29.*—Not particularly.

*Ans. to Q. 34.*—With some winds the harbourage would be good, but with a south, or south-west wind, it would be exposed.

*Ans. to Q. 37.*—It could, with an east, or north-east wind.

*Ans. to Q. 43.*—The lee shore depends on which way the wind blows; the prevailing wind being south-west, I consider the north to be the lee shore.

*Ans. to Q. 112.*—Answered in the preceding reply.

*Ans. to Q. 48.*—As far as I am able to judge, it is nearly correct.

*Ans. to Q. 63.*—I think it is a good deal exposed to a north-east wind; the entrance is good.

*Ans. to Q. 64.*—I think it might, but cannot say exactly.

*Ans. to Q. 76.*—I do not know but it would, but cannot say precisely.

*Ans. to Q. 83.*—I think there is very little difference between Coteau du Lac and Beauharnois in that respect, but at the east entrance, at the Cascades, the navigation is open two or three weeks longer on the Beauharnois side in the fall, and opens two or three weeks earlier in the spring.

*Ans. to Q. 104.*—I should think it would.

*Ans. to Q. 108.*—Certainly.

*Ans. to Q. 113.*—I do.

*Ans. to Q. 114.*—I should think they would.

*Ans. to Q. 116.*—I think some parts would be benefited, whilst others would be injured.

Wednesday, 5th October, 1842.

*Hubert Sauve, dit La Plant, again called in; and Examined.*

*Answer to Question 110.*—From Cornwall to Grosse Point, a vessel can come down in a direct line.

*Ques. 121.* Would the shoal which is not laid down at the upper end of the channel prevent you getting into the south channel?—No; by coming to Grosse Point the shoal is avoided.

*George Cranford, Esq. called in; and Examined.*

*Answer to Question 1.*—I live at Cornwall, and am a contractor on the public works. I have no interest in the canal.

*Ques. 122.* Have you ever examined the route of the Beauharnois Canal?—I have examined the land route.

123. Have you ever made any calculations as to the practicability and expense of deepening and preparing a channel from Grosse Point to M'Pherson's Point, with ten feet water; and if so, can you inform the Committee of your views, and the amount of such probable expense?—The only calculations I made were from the plan of Mr. Rubidge; assuming the quantities in the engineer's report to be correct, and adding 100 yards of excavation for contingencies, I was induced to make a calculation by an old friend who is also a contractor, and who had applied to me to join him in undertaking to deepen the channel, he having the apparatus necessary for the purpose. I consider that the channel could be increased to 300 feet in width and 10 in depth for 7,000 £, provided there be no solid rock; and I would undertake in that case to do it for that sum.

124. Have you any idea of the comparative expense of lockage on the north or south shore, at Beauharnois and Coteau du Lac?—There are five locks at the lower end of the southern route which will be in rock, and one in clay; supposing the same number to be required on the north side, and all in clay, the locks on the south would yet be cheaper, because on that side the backing stone would be on the spot, which would cause a saving of at least 1,000 £ a lock. I think also that an additional 1,000 £ will be saved by having the locks located in rock instead of clay, which will prevent the necessity of having any work at the bottom of the lock.

125. Are you related to any of the persons employed under the Board of Works, and if so, to whom?—Mr. Keefer, the engineer, is my son-in-law.

126. Are you a contractor under the Board of Works, and if so, where?—I am a contractor on the canal at St. Ann's, and at Cornwall; the former is by contract, and the latter under a new arrangement based on an old contract.

127. Have you any work contracted for unfinished, or if finished, not yet received by the Board of Works?—I have, finished and unfinished, and none of it yet received by the Board of Works.

128. You say you could remove the shoals provided they are not of solid rock; do you know of what the foundation of Isle aux Chats is composed?—I do not.

*Thomas A. Begley, Esq. Secretary to the Board of Works, called in; and Examined.*

*Answer to Question 1.*—I am living at Kingston; am secretary to the Board of Works, and have been so ever since the union of the Canadas.

*Ques. 129.* Are the daily proceedings of the Board of Works entered in the minutes?—The Board have no daily meetings, the president being sometimes absent for a month.

130. Are



130. Are the proceedings of the Board entered in a book?—There are proceedings entered in a minute-book.

131. Are the decisions of the Board on each separate work entered, with the reasons for such decisions?—Not always.

132. Produce the book in which the entries or proceedings of the Board of Works are entered. (*Witness produced the minute-book, instructions book, and reports.*)

133. Inform the committee what surveys and estimates were before the Board when it came to the resolution of placing the canal on the south side of the river?—The Board of Works could not resolve to place the canal where the chose; they could only recommend: (See 4 & 5 Vict. cap. 38, sec. 14.) It was the duty of the executive to determine, and the Board to act on the authority received. The surveys and estimates in possession of the Board of Works, previous to their recommending the construction of the canal to connect Lake St. Francis with Lake St. Louis, on the south side of the river, were

Messrs. Stevenson's and Trudeau's, of the south side, } Received in October 1839.  
Mr. Baird's, of the south side - - - - - }

Mr. Mill's, of the north side, in the Journals of the Assembly.

Colonel Phillpotts', received in 1841.

Mr. Tate's, of the south side - - - - - } Received in the winter and

Mr. Keefer's, of the north and south sides - - - } spring of 1842.

Mr. Thompson's charts of survey - - - - - } Received in November 1840.  
Mr. La Rue's - ditto - ditto - - - - - }

The Board likewise acquired a great deal of information verbally from Mr. Keefer; that gentleman having become intimately acquainted with the north side while assisting Mr. Mills in his surveys.

134. Show the committee the entry of the proceedings of the Board when they determined to adopt the line on the south side of the river?—I am not aware that there are any entries in the books of the Board except instructions.

135. Are entries made in the books without your knowledge?—No.

136. Are minutes made of the meetings and proceedings of the Board; and if so, will you lay before the committee an extract of the entries which relate to the adoption of the south side of the St. Lawrence in place of the north, for the canal to avoid the rapids between lakes St. Francis and St. Louis?—I am not aware that the Board of works ever contemplated making a canal on the north side of the St. Lawrence to avoid the rapids alluded to, since the question was first referred to them on the 12th October 1839; from the information from time to time acquired, they always considered the south side the best and least expensive route; but neither at the time nor since their determination to finally recommend the canal, has there been any minute recorded of a meeting of the Board for the purpose referred to.

Mr. W. R. Casey, again called in; and Examined.

137. Did you run your level over the line marked on the plan?—I did; the line in the ravine is winding, and I did not take the courses by the compass.

138. Did you take soundings in M'Intyre's Bay, and from thence out into the lake; if so, where is the chart?—I sounded out for about 400 feet, and found 10 feet water. I made no chart.

139. Did you examine the soil, and did you discover any rock?—I examined the soil by means of the ravines and wells, and found rock at French's Rift, about a mile and a half from the steam-boat landing at Coteau du Lac; I also found rock in the ravine, about a mile from the Ottawa.

140. Did you take soundings about the mouth of the Quinchean; and if so, where are they?—I did not.

141. Where do you terminate the canal on the Ottawa River?—At the Military Locks near the steam-boat landing.

142. How much excavation is there under water, and what portion of it is rock?—I cannot answer that question.

143. Do you construct any works to defend your river bank against the ice and current in the Ottawa?—Yes; I allowed for a protection-wall in the estimate.

144. What length of reach have you from the mouth of the Quinchean to the end of the canal, and what sum have you set down for pumping it?—Four thousand feet. I have allowed 7,400 £. for the embankment and protection-wall, from the locks to the mouth of the ravine. I have not estimated for the coffer-dam and pumping, but consider that the expense will be the same on both sides.

145. Did you take the bearings of the ravine, and is it laid down in your plan from them?—I did not.

146. Did you make any allowance for waste weirs in your estimate?—I did not, supposing them the same on both sides.

147. Where is your guard lock?—At M'Intyre's Bay.

148. Why did you leave out the calculations for waste-weirs, ditching, grubbing and clearing, fencing, toll-collector's houses, lock-houses, bridge-houses, damages, or compensation for bridges?—Because I supposed that, with the exception of the damages, they could not materially differ. I can give no opinion as to the amount of damages to property on either side. I did not attempt to make an estimate of the whole of the works; it would take three months to do so.

Charles Manuel, Esq. called in; and Examined.

Answer to Question 1.—I have resided for 26 years at Beauharnois, and am a surveyor. I have no interest in the canal.

Ans. to Q. 2.—I am.

Ans. to Q. 5.—I do.

Ans. to Q. 11.—I have, in a canoe. I went with Mr. Tate as an assistant, and expected to give evidence. I took soundings across direct from Chartier's Point to Isle aux Chats and other lines below.

below. I let my canoe drift with the current from the channel half way between Grosse Point and Isle aux Chats; it drifted into the south channel, and there I found the following soundings, viz.: 21, 19, 20, 15, 12, 11, 11, between the shoals; below the shoals, 21, 21, 30, 14. We sounded with a sounding line while the canoe was drifting.

*Ans. to Q. 16.*—Yes.

*Ans. to Q. 17.*—With a guide I could take a boat of any size through the battures.

*Ans. to Q. 24.*—Yes; the situation is sheltered by Isle aux Chats.

*Ans. to Q. 29.* Not particularly, having only been there two or three times, and having never sounded.

*Ans. to Q. 44.*—Vessels coming down the river leave Hungry Bay six miles to theright; they have no business near it.

*Ans. to Q. 48.*—I think the shoals are laid down larger than they really are; I would myself undertake to remove them.

*Ans. to Q. 59.*—Yes; the current is about two miles and a half an hour, from actual measurement, which I ascertained by putting a log of wood in the water, and measuring its speed on the land. The bottom is good.

*Ans. to Q. 63.*—It may be made very safe by art.

*Ans. to Q. 78.*—The head of the shoals consists of large boulders (not rock); then come smaller stones, and then sand.

*Ans. to Q. 83.*—With respect to the upper end of the canal, I can say nothing; at the lower end, the ice leaves Beauharnois in the spring 10 or 15 days earlier than the Cascades, and forms earlier at the Cascades in the fall.

*Ans. to Q. 98.*—Yes; they can pole up at any time.

*Ans. to Q. 104.*—Yes.

*Ans. to Q. 112.*—I cannot say.

*Ques. 149.* You state that you ascertained the depth of the channel by soundings; how often in a minute did you sound?—About every three English chains of 66 feet.

*150.* You state that barges can go down through the battures; did you ever see one go down?—I never saw one go down; but I have seen small wood barges on the south shore, old Durham boats.

*Ans. to Q. 128.*—I cannot say what the foundation is, but there are large boulders round the island.

*Resolved,* That the chairman do make application to the acting clerk of the Executive Council for extracts of any proceedings on the minute-book of the council, relating to the Beauharnois Canal.

*Pierre Le Duc, Senior, called in; and Examined.*

*Ans. to Ques. 1.*—I live at St. Timothy, opposite the cedars. I am a farmer, and have been a pilot 30 years. I have no interest respecting the canal.

*Ans. to Ques. 2.*—I am.

*Ans. to Ques. 5.*—I know it well.

*Ans. to Ques. 11.*—I pass them three or four times a week. I have taken several rafts down the river, from the upper part opposite Grosse Point, and from Hungry Bay, and went down the south channel; the last raft I took down only two or three weeks ago. I consider there is no more danger there during a storm, than in any other part. I have often been there with a raft in a strong wind. I was one of the party who sounded the shoals, and we in no place found less than  $8\frac{1}{2}$  feet water.

*Ques. 151.* Would you undertake tomorrow to take a steam-boat, drawing eight feet water, down the south channel, and be responsible for damages, if you wrecked it?—If the channel were marked with buoys, I would do so.

*Ans. to Q. 24.*—It can, being sheltered from wind by Isle aux Chats.

*Ques. 152.* You have said that you would take down a steam-boat, drawing eight feet; would you consider it equally safe for a vessel under sail, of the same draught?—I should, if the wind were favourable.

*Ans. to Q. 63.*—There could not be a better.

*Ans. to Q. 114.*—Of course.

*Ans. to Q. 83.*—The difference is three weeks in favour of the south shore, both in the spring and fall.

*Ques. 153.* Do you think a vessel could hold her anchors near, and within six miles of Grosse Point, on the south side, in a north, or north-west, or north-east wind, as well, and with as much safety, as a vessel could lie or hold her anchors on the north side in a south, south-east, or south-west wind?—I think a vessel could hold her anchors as well on one side as the other. I have staked rafts there myself in safety.

*Pierre Le Duc, Junior, called in; and Examined.*

*Ans. to Ques. 1.*—I am a farmer, and reside at St. Timothy; I am not a pilot, but have been employed by engineers on the river.

*Ans. to Q. 2.*—I am.

*Ans. to Q. 5.*—Yes.

*Ans. to Q. 11.*—I have passed down with canoes and rafts, and also in company with the engineers. I found, by sounding, 11 feet of water, an acre and a half from the shoal. I let a canoe float from the centre of the water, and it floated down the south channel; I there found no less than  $8\frac{1}{2}$  feet, and at other places lower down, from 11 to 20 feet. From what I know of the channel, I consider that it is good and safe for large barges; if the persons on board the steamer Neptune, when she grounded, had kept the channel, they could have gone down in safety.

*Ans. to Q. 17.*—I might take down a barge drawing eight feet water.

*Ans. to Q. 104.*—It could not be excelled.

*Ans. to Q. 114.*—Certainly.

*Ans. to Q. 63.*—Yes.

*Ans.*



*Ans. to Q. 24.—Yes.*

*Ans. to Q. 83.—*At the eastern entrance of the canal there is a difference in the breaking up of the ice of from 15 days to 3 weeks in favour of the south side; at the western, both sides are about equal; there is the same difference in the formation of the ice in the fall.

*Charles La Rocque, Esq. called in; and Examined.*

*Ans. to Ques. 1.—*I reside at Riviere St. Louis, near St. Timothy. I am a merchant, and have no interest in the Beauharnois Canal.

*Ans. to Q. 2.—Yes.*

*Ans. to Q. 5.—Yes.*

*Ans. to Q. 11.—*I have, in a barge, drawing four feet water, and I found it to be a practicable channel.

*Ans. to Q. 17.—*I cannot say, never having sounded.

*Ans. to Q. 104.—*From the appearance of the ripples on the water, I should think that a very eligible channel might be found there.

*Ans. to Q. 24.—Yes.*

*Ans. to Q. 63.—*It is a most excellent entrance.

*Ans. to Q. 83.—*I cannot speak respecting the western entrance; at the other extremity there is a difference of from 10 to 15 days in favour of the south side in the spring.

*Ans. to Q. 114.—*Certainly.

The chairman laid before the committee a letter which he had received from the acting clerk of the Executive Council, with a copy of a report of a committee thereof, relative to the extension of public improvements.—(Appendix, No. 24.)

Also, a letter which he had received from the Secretary of the Board of Works, respecting the detention of witnesses for cross-examination by the President of the Board.—(Appendix, No. 25.)

*Thursday, 6th October, 1842.*

*Solomon Y. Chesley, Esq. a Member of the House, called in; and Examined.*

*Ans. to Ques. 1.—*I am a Member of the Legislative Assembly for the town of Cornwall, where I have lived for 42 years.

*Ques. 154.* Have you personally examined the entrance to the Beauharnois Canal, between Grosse Point and Isle aux Chats; and if so, describe it?—I have, on two several occasions during the past summer. I found the channel exceedingly crooked, with a speed of current averaging, in my opinion, three miles an hour; I found in the mouth of it what I conceive to be seven distinct shoals, and innumerable large boulders on and between them. In that which was represented by the engineers as the middle channel, and indicated by buoys, I found an angle, bearing at least 40 degrees to the north, running over from above Chartier's Point, nearly in the direction of Isle aux Chats. There is a large shoal which appears to me to intersect the channel, and which is not laid down on Mr. Rubidge's plan.

155. Do you know how wide it is from Grosse Point to the shoal, which the committee understands you to say is not properly laid down?—As near as I could judge, I should think it to be about a mile across from Grosse Point to Isle aux Chats; the southern extremity of the shoal is about a third of a mile from Grosse Point; it may be more. I think it lies just where a boat would cross in coming down the lake to that arm of the river. I also consider the shoal exceedingly dangerous, from being hidden; and the strong current that sets in from Hungry Bay, together with the south-west wind, would render it very dangerous for a boat to get in; I do not, however, think that the prevailing wind; I think that part of the river the most exposed to the prevailing westerly winds of any under my knowledge. I found the southernmost point of the shoal the most shallow; in several places there was not more than three feet water.

*Ans. to Q. 48.—*I do not consider it correct; it does not represent all the shoals I found there. I found, in not less than 40 places, a depth not exceeding  $3\frac{1}{2}$  feet, while I see but two such places indicated on the plan. On the shoal intersecting the uppermost line of soundings, in place of eight feet, as marked thereon, I found a depth of water ranging from  $3\frac{1}{2}$  to 9 feet. Leading from Chartier's Point to the southernmost red line, I followed a shoal, in the shape of a crescent, on which I found  $3\frac{1}{2}$  feet in several places. In the centre channel I found a flat bottom, with  $8\frac{1}{2}$  feet water, as low down as the bend described in my former answer.

*Ques. 156.* You say you had no means of measuring distances; what means had you of taking the depth of water; had you a sounding line; if so, did you keep any note book of your soundings, and can you furnish it to the committee?—I took an iron bar, five-eighths of an inch square, marked in feet with white paint, with two wooden measures, 12 feet in length, also divided off into feet; the boat was under my own direction. The first time I took soundings we crossed the channel at five different points; the second time, the middle channel being then indicated by buoys, we went to the head, and followed it downwards; we landed on Isle aux Chats, and followed the deepest water we could find, upwards to the uppermost shoal on the north side of the channel indicated on the plan; we followed that shoal, taking soundings, crossed over to the middle shoal, and dropped down the channel.

157. Are you well acquainted with the north side of the lake, at and near the present steam-boat wharf; and if so, inform the committee what is the velocity of the current there, and whether, in other respects, it offers an easier and better access for the entrance of a canal than the south side of the river?—I know it well; at M'Donell's Bay it is nearly still water. I think it affords a free access in every respect; the entrance on the south side is not to be compared with it.

*Alexander M'Lean*, Esq. a Member of the House, appeared before the Committee, and stated as follows:

I visited the entrance to the canal once with Mr. Chesley, for the express purpose of forming an opinion myself; and the testimony of Mr. Chesley having been read to me, I concur generally in his statements, but he has been more minute than I have it in my power to be.

*Ques.* 158. Who accompanied you and Mr. Chesley, when you went with him to examine the entrance to the canal?—Captain Sterns, of the steam-boat, *La Plant*, the pilot, Mr. William Roebuck, Dr. Loy, Mr. Robert M'Intyre, and the boatmen.

*Thomas A. Begley*, Esq. again appeared before the Committee, and handed in the following documents, which he had prepared at their desire.

Extract from proceedings of Board of Works, on 13th December 1839.—(Appendix, No. 26.)

Report of Board of Works to his Excellency the Governor-general, relative to the Beauharnois Canal, 14th December 1839.—(Appendix, No. 27.)

Extract from a further Report of the Board on the same subject.—(Appendix, No. 28).

Extract from that part of the Report of the President of the Board of Works to the Governor and Council, dated 12th May 1842, relating to the Canal from the Coteau to the Cascades.—(Appendix, No. 29).

Extract from a Report of Colonel Phillpotts, Royal Engineers, respecting the location of the Canal, 24th October 1838.—(Appendix, No. 30).

*Mr. Begley*, further Examined.

*Ques.* 159. Produce the Departmental Report referred to in the report of the Chairman of the Board of Works, dated 1st August last?—I know of no other report than that which I have handed in this morning (marked 29.)

160. In the said report, reference is made to the sundry surveys and estimates, made by parties therein named; can you inform the committee whether the chairman himself has personally examined both sides of the river, with reference to the present undertaking; and if so, when?—I cannot say, as I do not accompany Mr. Killaly when he leaves town.

161. Are the extracts that you have laid on the table the only entries in your books of the proceedings of the Board on the Beauharnois Canal?—With those given in previously.

162. Will you state the names of the members of the Board of Works?—Messrs. Killaly, president, Harrison, and Davidson.

163. Will you refer to your books, and state how many meetings there have been of the Board, on the subject of the Beauharnois Canal?—I have already answered this question; no meetings are recorded.

164. Before any expenditure was made on the Beauharnois Canal, was the same submitted to the Board; and was there an order of the Board made before such expenditure was paid?—*(This question was rejected by the Committee as going beyond the powers entrusted to them.)*

165. Do you keep a book in which all the authorities for the payment of money on the Beauharnois Canal are entered?—*(Rejected, for the same reason as the foregoing.)*

*Samuel Keefer*, Esq. Civil Engineer, called in; and Examined.

*Ans. to Ques.* 1.—I am engineer to the Board of Works.

*Ques.* 166. Can you briefly point the items which constitute the great difference in you estimates for the south and north shore, for the canal at the lower end of Lake St. Francis?—I can; excavation, embankment, (particularly in the Ottawa river), waste-weirs, (none required on the south side), ditching and fencing, (the canal is three miles longer on the north side than the south), lock-houses, bridge-houses, damages for land, locks (which are more expensive on the north side than the south), coffer dams, (one more required on the north side than the south), protection wall for the bank in the Ottawa river; these are the chief items.

167. Will you state to the committee your opinion of the general accuracy of Mr. Thompson's chart, and how far you found the soundings and width of the river to be correct?—As regards the position of the middle shoal, Mr. Thompson's chart is correct, but I have not found the depth of water to correspond; Mr. Thompson's survey was made in 1839, when the water was high; my soundings were taken when the water was nearly at its lowest.

168. Can you state positively the rate of current from Grosse Point to M'Pherson's Point?—Not from my own measurement.

169. When did you give your opinion to the Board decidedly in favour of the adoption of the south side?—In February last.

170. In what respects do you think Mr. Casey's report is deficient?—Inasmuch as by his own confession he has not made a thorough survey, and he has not made up an estimate of the whole cost of the north side, without which I think it impossible to draw any fair comparison of the cost of the two sides; I do not think that even in the partial estimate which he has sent in, the quantities of excavation and embankment are sufficient, and I know his plan and section to be incorrect. *(Witness showed, by his own plan of 5th July last, that the bearings of the ravine on Mr. Casey's plan were incorrect.)* Mr. Casey makes no allusion to the difficulties to be surmounted in entering Lake St. Louis, the removal of which forms a very large item in my estimate. His report contains very little information on the subject under examination; his avowed object is to prove that the Board of Works is wrong in stating that the canal will cost 100,000 l. more on the north side than on the south; and this he undertakes to do without having examined both sides, as would obviously be necessary, and even without fully surveying and estimating the north side.

171. Are



171. Are you of opinion that he had the means of making an estimate from his reports which you have seen?—I am of opinion that he had not the means of doing so.

172. What is the difference of level between the two sides of the river, and why do you estimate for ten locks on the north side and only nine on the south?—The difference of level is only six inches, but from the peculiar nature of the ground on the north side it is necessary to have a lock entering into Lake St. Louis, of six feet lift, and another requires to be of nine feet lift; so that if the number of the locks was the same on the north as the south side, some of them would necessarily be over 11 feet lift, which I consider dangerous. The peculiarity of the ground alluded to is, that the water at the mouth of the Quinchean, and for a considerable distance down to Lake St. Louis, averages only from four to six feet in depth, and I conceive the best way of surmounting the difficulty here presented is by constructing a bank parallel with the shore, by which the water may be raised six feet; I resort to this mode to avoid excavation under water, and pumping a long reach of canal, which would otherwise be necessary. The embankment would be 3,700 feet in length.

173. What would be the saving in your estimate for the north side, if the ravine were adopted as part of the line?—I have made no estimate of that, but in my opinion, even if we were to use the ravine by damming it, the waste-weirs that we should have to construct, and which I conceive indispensable, would very nearly, if not quite equal the saving.

*Ans. to Q. 123.*—I have; it is embraced in my estimate, which is before you.

174. Could you obtain a slack-water navigation between M'Pherson's Point and Lake St. Francis by placing a dam below the Point, and another between Grand Isle and Isle aux Chats; and if so, what would be the probable expense?—Certainly; but I am unable to state the probable expense.

175. Would a tow-path from M'Pherson's Point, in your opinion, obviate the disadvantages of the entrance being placed there; and if so, what would be the probable cost thereof?—I conceive that the tow-path would entirely obviate the difficulties. A statement of the probable expense will be found in my estimate.

176. What would, in your opinion, be the probable expense of continuing the canal to a point in the lake which would afford a good entrance into slack water?—It would not cost far short of 20,000 *l*.

177. Do you think the termination which would there be obtained would be as good as the present?—It would be as good, but no better.

*Ans. to Q. 120.*—I conceive it would be better.

*Ques. 178.* Do you know anything of a shoal or a line from Grosse Point to Isle aux Chats, which is not laid down?—I do; there are shoals not laid down in the chart, because they do not interfere with the navigation.

179. Did you make the soundings which are marked upon Mr. Rubidge's plan, and can you vouch for their accuracy?—I did make them, and can vouch for their accuracy.

180. You state that the canal on the south side is three miles shorter than on the north; if, however, the south canal were continued to slack water; that is, to equal the comparatively still water of Lake St. Francis, what would then be the difference in the length?—One mile only in favour of the south side.

181. Would the additional two miles thus made be through rock, or through soft cutting?—I have not examined the soil, but in my opinion it would be chiefly earth and boulder stones.

182. What is the soil at M'Pherson's Point, where the canal now terminates?—Clay, with a few boulder stones.

183. Between your calculation of the excavation required, and that of Mr. Casey, there is a difference (on the north side) of a million of cubic yards; how does this difference arise?—It arises, in the first place, from Mr. Casey not cutting so deeply as I do. I perceive, on comparing his section with mine, taken in July last, that it does not show so much cutting. In the next place, from his making use of the ravine, by damming it, he avoids cutting; whereas I have continued my canal along the ravine, not descending into it, but cutting the canal in the edge of the bank, thereby obviating the necessity of having a waste-weir at each lock. Lastly, he takes no notice of the excavation under water, nor of the bank required at the lower end of the canal.

184. The plan you exhibit is dated 5th July 1842; how came it then that the south side was determined to be the proper route before this survey was made?—I do not know that I can answer respecting the decision of the Board of Works.

185. Could not all the locks on the north side be placed in the ravine and below it, if Mr. Casey's levels are correct?—Yes.

186. Why, then, will one additional lock be required on the north side?—I have answered that question already.

187. You state that a tow-path would be necessary from M'Pherson's Point to overcome the obstacles between that point and the lake; why then should not the canal on the north side terminate at the locks at Coteau du Lac, and a tow-path be made from the locks to the lake, and thus render the canal route shorter even on the north side than on the south?—Because the current on the north side exceeds that on the south a very great deal.

188. What is the velocity of the current between the government lock at Coteau du Lac and Lake St. Francis?—I have not actually ascertained the velocity of the current, but from appearance I believe it to be from four to seven miles an hour.

189. Are you aware that boats have for years been towed up from that lock to the lake?—I am.

*Friday, 7th October, 1842.*

The Honourable *R. M. Harwood*, called in; and Examined.

*Ans. to Ques. 1.*—I am Seigneur of Vandreuil, where I reside.

*Ques. 190.* Would your private interest be affected by a canal made on the north side, and if so, how?—The only way it could be affected would be to my disadvantage; in the first place, I hold no property on the whole line of the canal; the reason why I consider it would be to my disadvantage is this: that a canal cut on the plan recommended in Mr. Casey's survey would create an immense hydraulic power at the river De Lisle and River Rouge, which would be a power created in opposition to hydraulic works which I am now erecting at the Cascades, and would probably

over-glut the market for grue and offal. I conceive that the cutting of the canal will not increase the value of even village lots through which it passes. By saying that I hold no property on the whole line of the canal, I mean that I have no land in my possession bordering on the line of canal or dyke at the Cascades, for I consider the outlet would be in the deep water opposite the existing canal; and Government owns the land for 200 feet on each side of that canal; nor would there be anything gained by taking the canal lower down, for the ice is all gone away opposite the mouth of the Cascade Canal before any inland canal could be opened or free from ice and frost, either on the north or south: for what right have we to expect that these inland canals would be fit for use, going through earth excavations, before the Lachine Canal, or the Western Canal in the United States are open and are fit for use. Yet for many years I have noticed that the river is clear of ice, even through all the Lake of Two Mountains, and here at the Cascades, before any barge can go down the Lachine Canal, and, I believe, almost always before even boats can navigate the Western Canal.

191. Have you examined the official reports and surveys of the Board of Works, or their engineers, on the subject of the St. Lawrence Canal upon either the north or south shore, or both at or opposite Coteau du Lac?—I have this morning for the first time read over the official reports of Samuel Keefer, Esq., engineer of the Board of Works, of the probable cost of constructing a canal, both on the north and the south shore, dated "Office of the Board of Works, Kingston, 1st October 1842.

192. Did you doubt the correctness of a survey and report made under the authority of the Board of Works: if so, why?—I doubted the correctness of a survey and report made under the authority of the Board of Works, by Mr. Keefer, of the line for the canal on the north shore from Lake St. Francis, through the ravine to Lake St. Louis, from the perusal of a letter, dated 1st August 1842, of the Honourable Hamilton H. Killaly, president of the Board of Works, wherein he states that from Mr. Keefer's Report, the line of canal pointed out to him by me would cost one-fifth more, or 64,989*l.* more than Mr. Mills' estimate for his inland route.

193. Have you seen a letter dated 1st August 1842, from Hamilton H. Killaly, Esq., president of the Board of Works, forwarded to Mr. Simpson, of Coteau du Lac, regarding the Beauharnois Canal; are the statements in the same correct; if not, state in what particular?—I have seen such a letter, published in the Montreal Gazette of the 12th of August last, and I think that Mr. Killaly is in error when he states that "the first survey was made about 20 years ago by a French engineer, who, having generally examined both sides of the river, located the work on the south side;" for as far as I can learn, the survey alluded to was made by a Canadian surveyor, and not a French engineer; and that survey was at the expense of the seignior of Beauharnois, and confined to the south side. In Mr. Killaly's comments on Mr. Mills' river front plan, he states "the objections to the plan are strongly and fairly set forth in the reports of Messrs. Baird and Stevenson, and are, in my judgment, insuperable. Its entrance is represented to be obstructed by shoals, and being on the lee shore of Lake St. Francis." I think it incorrect to give the protective force of his opinion, as president of the Board of Works, by supposing the reports made by Mr. Stevenson and Mr. Baird to be perfectly correct with regard to shoals spoken of, when he must have known that both Mr. Baird's and Mr. Stevenson's were *ex parte* surveys, made many years ago at the expense of the proprietor of Beauharnois; and that Mr. Mills' was an authorised public survey, and that he represented the entrance to be good; and there is no doubt that there is a good entrance as stated by Mr. Mills. It is incorrect to call the north shore the "lee shore," when it is known that the winds that blow are mostly north, north-east, and north-west; south winds being generally moderate in that section of the country. It is incorrect to state, when speaking of Mr. Mills' inland route, that "this line Mr. Mills himself did not recommend, and, among other practical objections, is liable to having the whole of the lockage (eighty-two feet) combined in one spot;" when Mr. Mills, from his published report, places

"4 Locks 8 feet lift located separately;

3 „ 8 feet lift combined;

2 „ 8 feet lift combined;

1 „ 10 feet water-lock;"

And when it would not, from the level of the land, be possible to put all the locks combined into one spot, or within the compass of some miles, and when Mr. Mills did not recommend his inland route because he recommended his river route in preference, but expressing in the same report, that for an inland canal from lake to lake, he considers it the best to be found, and as preferable to one on the Beauharnois side; for in speaking of that side, Mr. Mills says, "I believe it to require a longer canal, and, although very feasible, yet possessing no advantages, and no extraordinary facilities to construction." It is not correct, nor consistent with the high calling of the president of the Board of Works, in drawing a comparison between the cost of a canal on the south side, then constructing, and the cost of a canal on the north side, to compare it with the route through the ravine, thereby showing a difference of 104,932*l.* in favour of the south side, supposing Mr. Keefer's estimate of that route to be correct (which Mr. Casey's survey and estimate proves to be most egregiously erroneous) when in the same letter Mr. Killaly states, that the route by the ravine will cost more than Mr. Mills' inland route on the north side by one-fifth, or 64,989*l.*; thereby showing that Mr. Mills' estimate or survey on the north, made by authority of the legislature, from still-water of Lake St. Francis to still-water of Lake St. Louis, would only cost 39,943*l.* more than the *ex parte* estimate on the south side by Mr. Stevenson, made by order of the seignior of Beauharnois, from strong currents below Lake St. Francis, to water that cannot be considered the still-water of Lake St. Louis. Mr. Killaly says that, "the seventh survey was made on the south side by Mr. Keefer in March last, resulting in the full confirmation of No. 5. The eighth survey was made in April last by Mr. Tate, and sustains, equally with Messrs. Baird and Keefer, Mr. Stevenson's Survey and Report, No. 5." It appears to me utterly impossible that any engineer could, at that season of the year, come to any conclusions, when the whole country was frozen up or covered with snow; much less that they could find out the particular line there run so many years ago by Mr. Stevenson, for Mr. Killaly to state that, "these surveys resulted in the full confirmation of No. 5. If Mr. Keefer's estimate (now before me), dated Kingston, 1st October, 1842, was made at that period, I am at a loss to know how he could ascertain whether he would find rock or earth to excavate, for I have made every inquiry, and no  
holes



holes were then sunk. If Mr. Tate was as far from being correct in his land survey as he, from Mr. Keefer's chart, is in his water survey, I cannot say how he could confirm Mr. Stevenson's survey, for Mr. Tate says that there are three entrances of from 600 to 1,200 feet in width each, and with a depth of water averaging from 12 to 20 feet; so Mr. Killaly's letter informs us, and is given by him as a full answer to our representation to the Governor-General, that there was no available entrance to the south side canal from Lake St. Francis.

194. Did you point out a line of canal to Mr. Keefer on the north side; and did Mr. Keefer run out the line of canal you so pointed out to him?—From the reiterated assurance I gave the Governor-General that the Board of Works had made no examination or survey on the north shore, and that there was a ravine that could be used to very great advantage, Mr. Keefer received orders to run out the line of canal that I would point out to him, as he informed me in a letter requesting me to meet him at Coteau du Lac. On the survey, it became impossible for me to decide whether it would be better to take advantage of certain low grounds running in the required direction, or to keep upon the higher land, unless I was permitted to know the difference of level between the lake water and the ground we were on, which difference Mr. Keefer refused to give me. I then gave him written instructions, as near as I can recollect, to the following effect: to leave the lake at good navigation, or near the steam-boat landing, and to run a line for a canal with the least excavation to the head of the great ravine, in the rear of the church of the Cedars, and from thence using the ravine to Lake St. Louis. From the report of Mr. Keefer of that survey, he either did not run the line with the least required excavation, or he must be very incorrect in his statement of the quantity of yards to be excavated; for, from not being satisfied with the report in Mr. Killaly's letter of the 1st August last, we employed Mr. Casey to run the survey, whose plan and estimate are in your possession, and Mr. Casey makes them to be more than one million of yards less to excavate than Mr. Keefer states: Mr. Keefer cannot, therefore, have correctly run out the line I pointed out to him, or such difference could not exist.

195. What is the nature of the ravine, and of the excavations, on the line as surveyed by Mr. Casey?—The ravine is one, as far as I have seen it, at each end, and in several places near the middle, peculiarly adapted to forming a canal, and of sufficient width for the plying of any steam-boat, without the same fear of injury to its banks as on an excavated canal; it gradually descends in level, as you will observe by Mr. Casey's plan. There is also but little water runs down this ravine, as is evident by the small and low bridge made to cross the water in it on the St. Antoine Road; and this is accounted for from there being another ravine, about a mile higher up, that intersects any land water coming from the interior. At the bottom of the ravine, on Mr. Robertson's farm, and on that adjoining, there is plenty of stone suitable at least for backing stones, and possibly even for building locks; and I feel confident that from River De Lisle down the whole excavation, on Mr. Casey's plan, will be nothing but sand and clay of the easiest kind for excavation, as is evident by the ditches sunk, and the several wells made by the inhabitants for water.

196. Did Colonel Phillpotts ever make any actual survey of the land on the north shore, to your knowledge, to enable him to conclude that, in estimating at little less than 500,000*l.* what Mr. Mills estimated at 235,782*l.*, he would select that route as the best the north shore afforded with reluctance?—I have no knowledge that Colonel Phillpotts ever made any actual survey of the land on the north shore, and I think he could not have done it without my hearing of it; indeed, but shortly before Colonel Phillpotts left this country, he called upon me, at Vaudreuil, and during dinner our conversation was chiefly upon the St. Lawrence improvements; and, as far as I can recollect, he was speaking in favour of Mr. Mills' river front canal, which I cannot reconcile with his opinion of the great cost of that route, which he is, by Mr. Killaly's letter, said to have expressed; had he then made any land survey, he would, I feel sure, have spoken of it; nor could any engineer survey that country inland, and not give it a vast preference over the river front, if thinking the river front plan to cost little less than 500,000*l.*

*John Davidson, Esquire, called in; and Examined.*

197. Are you a member of the Board of Works; and if so, when were you appointed?—I was Gazetted as such about the 14th December 1841.

198. What do you consider the duty of a member of the Board of Works?—To attend when summoned.

199. Will you state how often you have attended meetings of the Board on the subject of the Beauharnois Canal?—Never.

200. Have you ever been summoned to attend a meeting of the Board of Works on the subject of the Beauharnois Canal?—I have not; if any summons had been directed to me in June last, I could not have attended, having been absent at that time from Kingston.

201. Will you state how often you have attended meetings of the Board of Works, and who were present at such meetings?—I never attended any meeting of the Board. I was a member of the Board under the Ordinance of Lower Canada, before the union, and have been so ever since; but have never been officially summoned to a meeting of the Board.

202. Does the Act establishing the Board of Works require meetings of the Board; and if so, how many members form a quorum, and for what purposes are these meetings required?—If I had been called upon to take an active part in the business, I should have studied the Act; but never having done so, I know nothing of its provisions.

The Honourable *Hamilton H. Killaly*, appeared again before the Committee, and handed in the following documents:

Report of Mr. H. G. Thompson on survey of the River St. Lawrence, between Coteau a Coulange and Coteau du Lac, dated 22d Sept. 1836. (No. 31.)

Report of ditto on survey of south side of St. Lawrence, between Lakes St. Francis and St. Louis, dated 31st Dec. 1836. (No. 32.)

*William Roebuck, Esq.* again called in ; and Examined.

203. What is the strength of the current between the upper entrance of the canal at Coteau du Lac and the steam-boat wharf above?—The most rapid part of the current does not exceed four miles per hour ; there are many places where it is nearly still water for an upward boat.

204. What is the distance between these points and the depth of water at a convenient towing distance from the shore?—The distance from these points to the deep water does not exceed 100 feet, except in one instance, viz. on the shoal at M'Donald's Point; this could very easily be bridged over, as is already done on part of the route. The bays present the most difficult places, being further from the deep water, and consequently requiring a longer tow-line.

205. Does the north shore of the river, between these points, present as favourable features as the south side for constructing a tow-path, and what would be its cost?—If it were not for the difficulty at the entrance of the south shore, it would be the best side for a tow-path, as far as I have seen ; but, from a great part of one on the north side being already made, and the main road running for a distance on the side of the river, it becomes the most feasible side to put it on. I will contract to make one, fit for all upward navigation, from the fort to the smooth water of the lake, where the steamers can come and take the boats in tow, or where they do now sail from it, say to the present place of landing, for the sum of 3,000*l*.

*Ans. to Q. 173.*—I think so, if a sufficiently tight dam be constructed to raise the water, so as to turn it round Isle aux Chats.

*Ans. to Q. 175.*—In my opinion, it would not.

*Ans. to Q. 176.*—One-third more of excavation, independent of lockage.

*Ques. 206.* Do you think there is a shoal lying in a direct line from Grosse Point to the head of Isle aux Chats, which is not fully laid down on Mr. Rubidge's plan?—I do.

207. Would that shoal be at all in the way of boats passing directly down from Lake St. Francis by the south channel ; and can you say how far the southern limit of the shoal is from Grosse Point?—It would be in the way ; and to avoid it you must hug Grosse Point pretty close.

208. Do you think, if lights were placed on Grosse Point and M'Pherson's Point, that boats could enter the south channel in the night, if it were deepened, and the canal finished?—I do not.

*Ans to Q. 108.*—There are winds that would do it, but not the prevailing ones.

*William R. Casey, Esq.* being again called in, made the following remarks, in addition to his former evidence.

In looking over the estimates just submitted by the Board of Works, in order to answer a comprehensive question put to me some days before those documents were received, I perceive that the line on the north side, on which the Board base their estimate, by which they are enabled to show a difference of 100,000*l*. against that side, and by which a reluctant assent to the location of the canal on the south side has been wrung from the Right Honourable the Secretary for the Colonies, is far, very far, inferior to another line connecting the same points, and well known to the Board of Works.

By the "inland route," surveyed by directions of the commissioners, in 1833, for a canal 100 feet bottom, by 10 deep, one-sixth larger than the present canal, there are—

	CUBIC YARDS.
Excavation - - - - -	2,788,913
Embankment - - - - -	310,139
	3,099,052
Less one-sixth - - - - -	516,508
Total quantity by route of 1833 - - - - -	2,582,544
By the route of the Board of Works, there are—	
Excavation - - - - -	3,076,000
Embankment - - - - -	239,066
Total quantity by route of 1842 - - - - -	3,365,066
Do. do. do. 1833 - - - - -	2,582,544
Difference in favour of route of 1833 - - - - -	782,522
(N.B. See "Note" to Document 22.)	

This, at 1*s*. per yard, would amount to nearly 40,000*l*. ; but I pass this by at present. The entire investigation rests, and necessarily so, on the assumption, that the Board have, in their comparison, brought forward the best line on each side ; for there is no more justice in charging one line with difficulties, which it is known can be avoided, than in giving another line credit for facilities of which it is known it cannot avail itself. You will please observe, that I refer exclusively to surveys made by Government, in 1833 and 1842, the former of which are confirmed by my examinations of this year. The difference is sufficiently remarkable, both as to amount and direction, and I beg leave respectfully, but earnestly, to call your immediate attention to it.

*Saturday, 8th October 1842.*

The Honourable *S. B. Harrison*, a Member of the House, and Provincial Secretary for Canada West, called in ; and Examined.

*Ans. to Ques. 197.*—I am ; I was appointed about the 14th December 1841.  
*Ans. to Ques. 198.*—My idea of the Board of Works is, that it is the Executive Government. It was originally intended that the Board should be composed of the principal officers of the Government.



ment. The duties of each member of the Board are to give such information as lies in his power, relating to the general bearing of the works.

*Ques.* 209. Do you conceive that, as a member of the Board of Works, you are bound by the Act of Incorporation?—The Board of Works being a corporation, the individual members thereof are, of course, bound by the Act incorporating them.

*Ans. to Q. 199.*—I have attended no regular meetings of the Board on that subject.

*Ans. to Q. 200.*—I have not.

*Ques.* 210. Will you state how often you attended meetings of the Board of Works, and who were present at such meetings, and whether the subject of the Beauharnois Canal was at either meeting submitted to the Board?—I have attended no regular meetings; but I have frequently had conversations with the chairman on that and other subjects relating to the duties of the Board.

211. At the conversations you allude to, name the members that were present, and state if the plans, estimates, &c. were produced, and where these conversations took place?—The members present were generally the chairman and myself; other members of the government have also been present on some occasions, but I cannot positively state their names.

212. You state that Mr. Davidson is a member of the Board of Works; is he also a member of the Executive Council?—He is not.

213. Did you, as a member of the Board of Works, ever examine the several lines of canal, or did you ever attend with the president when the same was inspected?—I never attended, nor did I ever examine into the scientific part of the different improvements.

214. Did the Board report upon the line now adopted, and if so, were you present when that report was agreed upon by the Board?—The Board reported to the Council; but I was not present when the report was made.

215. Can you state what information the Board had before them when they adopted their report?—I cannot.

216. Can you inform the committee whether the commander of the forces had been consulted, with reference to the policy, in a military point of view, of placing the canal on the south side of the river?—I cannot.

217. Can you state the time when the report was submitted to the Governor-general?—I cannot.

218. If the discussions to which you have alluded, on the subject of the canal on the Beauharnois side, took place in the Executive Council, would not minutes be found on the books of that council?—No.

219. Has the provincial government obtained a loan from the city bank for the purpose of commencing the Beauharnois Canal?—It has.

220. Inform the committee the terms and conditions on which the loan was obtained?—I cannot say; the receiver-general will be able to furnish that information.

221. In the estimates for the public works accompanying the Governor-general's message, and submitted to the legislature last year, the expenditure on the St. Lawrence navigation, between Lake St. Francis and Lake St. Louis, was only to have commenced in the year 1843; state to the committee the reasons for commencing it a year sooner?—A strong pressure from emigration at Montreal; it being represented that money could be obtained from the city bank for the purpose, the immediate prosecution of the work was determined on, in order to give employment to the destitute emigrants.

222. From whom did this proposition come?—Through Mr. Secretary Daly.

223. Did you see Mr. Rubidge's chart, now shown you, before the determination to place the canal on the south side?—No.

*Ans. to Q. 202.*—The Act speaks for itself, but I believe not; the Board of Works has always been looked upon as a department of the government.

*Ques.* 224. Travelling expenses and disbursements are allowed by the Act to the members of the Board; have any such payments been made to you?—No, not as regards any work connected with the Board of Works.

*John W. Dunscomb, Esq. a Member of the Committee, Examined.*

225. Can you inform the committee who tendered the loan from the city bank of Montreal?—I did, on the part of the city bank.

226. Was the tender made by you in writing?—The tender was made by the cashier in writing.

227. To whom was the tender directed?—I believe to the receiver-general.

228. Are you a director of the city bank, and were you present when the loan was granted?—*Ycs.*

229. State the conditions fully on which the loan was made?—To be used as the public service might require, in constructing a canal to connect Lakes St. Francis and St. Louis, at an interest of six per cent; the money to be spent on the work, and taken out in the notes of the city bank.

230. Was the place or line of canal on which this money was to be expended, made the subject of conversation at the Board?—No.

231. Was there no other condition than those you have stated?—Not that I am aware of.

232. Could there be any condition attached to this loan without you being aware of it, as you state you were present at the Board when the loan was made?—I do not think there could; there was no other condition at any meeting at which I was present.

233. Was there any discussion before the Board as to the side of the St. Lawrence upon which the canal was to be made; and was there any condition imposed as to the location of the work?—Not any whatever.

234. Will you state the time this loan was made?—I think in the month of July.

235. Were you present at any meeting in Montreal before the Beauharnois line of canal was adopted?—I waited on the Governor-general with the Board of Trade with a petition from that body on the part of the trade of Montreal, to urge upon his Excellency the necessity for the immediate prosecution of the work, immediately after his Excellency's arrival there in the month of May last.

236. Was not the route of the canal determined to be on the south side before the proposition to advance the money was made by the city bank?—It was.

The Honourable *Dominick Daly*, a Member of the House, and Provincial Secretary for Canada, called in; and Examined.

237. Are you aware of the terms on which the loan of 20,000 *l.* was made by the city bank of Montreal to the government, and if so, state them?—I am not aware of the terms.

238. Will you state any information you possess with regard to that loan?—The proposition for the loan was made to me for the information of the government by Mr. Dunscomb; having very shortly after left for England, I know nothing further of the transaction.

239. Are you aware of any application having been previously made by the government to the city bank for that loan?—I am not.

The Honourable *John H. Dunn*, a Member of the House, and Receiver-general of the Province, called in; and Examined.

240. From whom did you receive the first intimation on the subject of a loan of 20,000 *l.* from the city bank of Montreal?—An authority from the government. (*Witness handed in a copy of a letter from C. H. Castle, Esq. cashier of the bank on the subject.*)—Appendix No. 34.

241. In the letter you have produced, dated Montreal, 16th June 1842, from Mr. Castle, he says "in pursuance of the understanding come to with you;" will you state what that understanding was?—It was an understanding that took place between Mr. Castle and Messrs. Harrison and Killaly, and not with me. I was invited by Mr. Harrison to meet Mr. Castle on the subject, but did not attend as there was no object for my going.

242. In acknowledging Mr. Castle's letter, did you notice that part of it wherein he says, "in pursuance of the understanding come to with you" for the purpose of carrying out the order of the government?—(*Witness handed in a copy of his letter to Mr. Castle in reply.*)—Appendix No. 33.

243. Had you any communication, verbally or otherwise, on the subject of the Beauharnois Canal, or the loan from the city bank, with Mr. Edward Gibbon Wakefield?—I never had any conversation with him on the subject, to the best of my recollection.

*Samuel Keefer*, Esq. again called in; and Examined.

244. Is there any peculiar difficulty in constructing a towing-path on the shore above the Cedars?—I will remark before answering this question, that something more than a towing-path will be required past Point au Diable, where the current runs from four to seven miles per hour, making it impossible to draw up large barges freighted. It appears to me therefore that a canal and lock through this point would be indispensable. There are other points in the river besides this, where the current is from three to five miles per hour, which it would be very desirable to avoid. At various places along this bank slides have taken place. These slides are caused by the springs which make their exit near the base of the bank. There are other places again where the water is deep close in shore, as for instance at the widow Taylor's, and below the River à la Grasse. In the first case the towing-path, when made, would be liable to be shoved into the river, or else covered over by the slides; and in the next, piling would have to be resorted to in order to prevent the newly formed bank from sliding into deep water. Where the towing-path is made round a point, it would have to be faced with a strong protection wall to secure it from abrasion by the current, and from the force of running ice.

245. What is the objection against piercing or making a solid wall below Pointe au Moulin to Pointe au Chinette, and then descend by a lock?—This work being intended to connect Mr. Mills' projected improvements at the Cedars and Cascades, it would have to be carried down to the Pointe à Coulonge. The objection to this plan is its cost. The cost of a solid wall would be enormous, because we cannot prepare a foundation for it at any reasonable expense, and the wall itself (being  $1\frac{1}{2}$  miles in length and founded in water at an average depth of 10 feet) would cost a great deal. A pier of timber cribs loaded with stones would be cheaper, but still it would cost five times as much as the same length of canal on the south side, taken where the cutting averages six feet in depth.

*John Jones*, Esq. called in; and Examined.

246. You were chairman of a commission appointed to superintend the survey of the St. Lawrence Canal, and had before you the plans of survey of Mr. Thompson and Mr. Mills; what was the opinion of yourself and colleagues as to the relative merits of the line of canal on the north and south sides of the river St. Lawrence?—By the Act 5th Will. 4, cap. 23, various portions of the lakes St. Louis and St. Francis and of the river St. Lawrence were directed to be surveyed under a commission, of which I was chairman. The survey was for the purpose of ascertaining the most eligible route for canal improvements on a scale corresponding with the canal and locks at Cornwall. The survey of the two lakes was to be confided to Mr. A. Larue, and that of the river to Mr. Henry G. Thompson; having found that both lakes had sufficient depth of water, the question next in importance was to ascertain the best route for connecting them. On the one hand, we had Mr. Mills' plans of a survey on the north side exhibiting three locations for the contemplated canal, with estimates and reports; on the other hand, we had Mr. Henry G. Thompson's plan of the south channel, also Messrs. Stevenson's and Baird's plans and estimates of a projected canal, as surveyed for the proprietor of Beauharnois; and after bestowing on these several documents every consideration, my colleagues and myself were of opinion, that the canal ought to be located on the north side for the following reasons: M'Donald's Point on the north side afforded a good site in the still water for the entrance of a canal, and admitted of a good harbour; our own survey had demonstrated the fact that six miles out of the whole distance of  $14\frac{1}{2}$  miles was on really good navigable water, with a margin offering great facilities for a tow-path; whereas no portion whatsoever of the south channel appeared susceptible of being used, and hence a continuous canal from lake to lake became necessary; the next point naturally looked to was Hungry Bay, as the only place at which a canal could enter the lake; and here again it was found from Larue's soundings, and other sources of information, that the depth of water was insufficient, consequently all idea of using the south side was abandoned.



Monday, 10th October, 1842.

David Thompson, Esq. again called in; and Examined.

247. Are you sufficiently acquainted with the country on both sides of the St. Lawrence between Lakes St. Francis and St. Louis, to enable you to state on which side the proposed canal for avoiding the rapids in that part of the river would be most advantageously placed, with reference to the cost, efficiency and security of the work?—Being a sworn surveyor, I consider myself as under oath, and as such shall answer. From early youth to the present, my whole life has been spent, with some intervals, in the survey and examination of this continent, from Lake St. Peter and Hudson's Bay to the Pacific Ocean. To an eye so long and deeply accustomed to the stratum of the formation of any section of country, it is not necessary that he should have the level always in his hand. From Lake St. Francis to Lake St. Louis, a distance of 14 miles and 54 chains, I have very often travelled over it. In the year 1833, Mr. Mills and myself were employed on the survey, &c. of a line of canal from Lake St. Francis to Lake St. Louis; Mr. Mills on the land and myself on the water, with mutual communications with each other, and confidence in each other. I have often calmly reflected on the capabilities of the north side and the south side becoming a public canal, its cost, its efficiency and security. The survey of 1833, was under the order of the high authority of the legislature of Lower Canada, and I am personally acquainted with no other survey. The survey of Mr. Mills, confirmed and approved by Mr. Wright, the celebrated engineer of the Erie Canal, is before me; and to your honourable committee I have to remark, that the view of the formation of a canal, from Lake St. Francis to Lake St. Louis, was then, 1833, founded upon the belief of those engineers, that steam-boats, for every purpose of passage or freight, would entirely supersede the use of all other kind of vessels. Time and experience has proved the contrary; therefore, the estimates they made for a navigation by steam-boats, of 6 $\frac{7}{8}$  miles in canal and 7 $\frac{5}{8}$  miles of river, of strong current for steam-boats, is a failure; as it is now acknowledged that, for vessels of 9 feet water, a continuous canal from Lake St. Francis to Lake St. Louis is required. Mr. Mills has divided the 14 miles and 54 chains into 5 sections, on which I shall be as brief as possible. The expense of section No. 1, 2 miles 67 $\frac{1}{2}$  chains, 2 locks, 69,210*l.* 4*s.* 6 $\frac{1}{2}$ *d.* currency; these two locks are of 17 feet lift. He remarks, "The river improvement, as is proposed, interferes with, and will destroy all the improvements which have been effected by the British Government." Section No. 2, from River Rouge to the Cedars, 6 miles. Of this section Mr. Mills says, "In this distance are three points that require notice: Pointe au Diable, the current, by repeated experiments, 6 $\frac{7}{10}$  miles per hour, for 452 feet; Pointe à Wattier, current 4 miles per hour; and Pointe à Biron, at 5 miles per hour." He considers this section well adapted for steam-boat navigation, and adds, "It is worthy of remark, that for nearly the whole length of this section the north bank is from 20 to 30 feet high, composed of clay, with some veins of sand, frequently sliding off in very large bodies, showing the destruction which would be consequent upon constructing a canal along near its foot, or upon the top and near its brow." For heavy loaded vessels, it is fully allowed by all parties, that a continuous canal for these 6 miles must be made; the cutting will be very deep; the expense, with one lock of 7 $\frac{60}{100}$  feet lift, amounts to 227,530*l.* 6*s.* 6*d.* currency. This part of the canal, for security, must pass behind the houses and barns, and separate the farms from them; and to the above sum must be added the purchase of the ground for six miles in length by 60 yards in width, from many individuals, a work of time and expense, and several bridges. Section No. 3, 1 mile and 57 chains, cutting across the Cedar Village, &c.; by Mr. Mills; the expense is 80,176*l.* 3*s.* 5*d.* currency. Section No. 4, from below Pointe à Moulin to Pointe Coulonge, a distance of 1 mile and 64 chains, with high ruinous banks, as section No. 2, and intended for steam-boat navigation, must be a canal of deep cutting, the expense of which will be 64,641*l.* 12*s.* currency, to which must be added the purchase of ground, and the bridges, &c. Section No. 5, beginning at Pointe à Coulonge and ending in Lake St. Louis, a distance of 2 miles 25 $\frac{1}{2}$  chains; by Mr. Mills; the expense 86,395*l.* 15*s.* 3*d.* currency. Hence, by Mr. Mills, sections Nos. 1, 3, and 5, 6 miles and 70 chains, at an expense of 235,782*l.* 3*s.* 2 $\frac{1}{2}$ *d.* currency. No estimate for the purchase of ground, &c. Sections No. 2 and No. 4, 7 miles and 64 chains, deep cutting, 292,171*l.* 18*s.* 6*d.* currency. Total, 527,954*l.* 1*s.* 8 $\frac{1}{2}$ *d.* currency. For sections Nos. 2 and 4, no estimate for the purchase of ground, &c. By Mr. Mills bringing sections Nos. 1 and 3 into the river, they occasion cutting to the depth of 30 feet on sections Nos. 2 and 4. By Mr. Mills, sections Nos. 1, 3, and 5, require 515,177 cubic yards of embankment in the river, exposed for 5 months to drift ice; therefore not secure nor efficient. But, throwing aside the fallacious view of steam-boat navigation for 7 miles, 64 chains, and from Lake St. Francis to Lake St. Louis make a continuous canal, without entering the river; the levels can be regulated to save half the deep cutting of sections Nos. 2 and 4. The estimate for the canal may then be:—

	£.	s.	d.
Sections Nos. 1, 3, and 5	235,782	3	2 $\frac{1}{2}$
Sections Nos. 2 and 4	152,221	8	2 $\frac{1}{2}$
	388,003	11	5
To this must be added the purchase of ground, 14 miles 54 chains in length, by 60 yards in width, equal to 404 square French arpents; taking into consideration the expense, arbitration, &c. of ground, each arpent will cost on an average 12 <i>l.</i> 10 <i>s.</i> currency	5,050	—	—
For 15 bridges, each about 1 mile distant from each other, at 1,500 <i>l.</i> per bridge	22,500	—	—
	£.	415,553	11 5cy.

I very much doubt if any contractors will take the different sections at the estimates. On the south side of the river the only objection is the entrance from Lake St. Francis, between Cat Island and the south shore, of which I made a survey and soundings in November 1839. The water was

was probably about three feet higher than now. By the plan before you, this entrance can be rendered safe at all times, and the improvement permanent. I have passed over most of the ground on the south shore, and always admired the easy construction of a canal, its security and efficiency; on that side it is free from embankments, and other chances of decay requiring frequent repairs. In my view, a canal on the south shore may be constructed, in a first-rate manner, under 240,000*l.* currency; but I have no practical data to go on.

248. Have you examined the bottom of the river in the channels between Grosse Point and Isle aux Chats, and if so, what kind of bottom is it?—The soundings show it to be rock *in situ*, or the ordinary rock of the country, with loose boulders on it.

249. Have you ascertained what quantity of rock it will be necessary to remove to make the hannel?—I have not.

250. Will the removal of the boulders make the channel sufficiently deep without removing part of the rock?—No; in my opinion, it will not.

251. How many yards must be removed to give a channel of ten feet deep, and what would be the cost of the same?—This channel has 6 shoals that require to be deepened. I have allowed to each shoal a sufficient space, and divided them into their separate calculations; collectively, the quantity of rock to be excavated is 68,570 cubic yards; the expense 11,477 *l.* currency; to which add 12 per cent. for contingencies, engineering, &c., the sum total is 12,854 *l.* 4 *s.* currency. This is only an approximation for want of a sufficient data.

252. What is the nature of the bottom of the river for a mile above Grosse Point, and would it afford good anchorage?—Being alluvial, I think it would.

253. Are you in the employment of the Board of Works?—I am. I received orders on the 22d of August last to sound the shoals in the Lachine Canal; since which time I consider myself in the employment of the Board.

254. Is your son Henry in the employment of the Board of Works, and if so, how long has he been so employed?—He was sent for eight or ten days ago, by Mr. Holmes, to be employed in the office of the Board of Works.

255. Would it not be possible, by a slight variation of the line of survey on either side, to add 800,000 or 1,000,000 of yards of excavation?—Yes, it would.

256. What will excavation of rock, eight feet under water, cost per yard, say limestone rock?—Limestone rock, in thin strata, may be worked at 1 *s.* 6*d.* per cubic yard, and if in thick strata may require 5*s.* per cubic yard; also, rock from the surface to eight feet deep in the water may be worked at less expense per cubic yard for 1,000 yards than for 100 yards: the average may be 3 *s.* 6 *d.* to 4 *s.* per cubic yard.

257. The scale of the work proposed by Mr. Mills, for the river line, being larger than the scale adopted for the Beauharnois line, what would be the difference of expense between these scales for the river line, on the data furnished by Mr. Mills' report?—The very short time allowed me to answer this question, which involves tedious calculations, gives, on Mr. Mills' estimate, on section No. 1, a reduction of 6,754 *l.* 9 *s.* currency; on section No. 3, a reduction of 6,652 *l.* 13 *s.* 10 *d.* currency; on section No. 5, from the too low estimate of rock excavation on this section, I have placed it at its probable low value, and balancing this addition with the reduction of scale, find a balance of addition to section No. 5, of 1,192 *l.* 8 *s.* 7 *d.* currency. The sections of Mr. Mills, by approximation, are :

	£.	s.	d.	
Section No. 1	-	-	-	62,455 15 6
— No. 3	-	-	-	73,523 9 7
— No. 5	-	-	-	87,588 3 10
	£. 223,567	8 11	reduced to Beauharnois Canal.	
	235,782	3 2	on the scale of Mr. Mills.	
Difference	-	-	£. 12,214 14 3	of reduction.

258. Would such a canal afford corresponding advantages with the Beauharnois Canal; if not, what additional expenses would be necessary to make it afford corresponding advantages?—The intention of this question appears to be, whether a tow-path on sections No. 2 and No. 4 cannot be made safe towing-paths for vessels of burthen, and at what expense. Time does not permit me to make the calculations necessary to give a clear view of the expense of a tow-path. On Mr. Mills' section No. 2, of six miles in distance, from River Rouge to the Cedar Village; in this distance the river descends 7 feet 7 inches, which descent has to be overcome by a lock of 3 feet lift, in the canal, cutting 110 yards across Pointe à Diable. 2d. Pointe à Wattier; a lock of 2 feet lift, in the canal, to be cut through this point, of 120 yards in length. 3d. Pointe à Biron; a lock of 2½ feet lift in the canal, of 120 yards in length, to be cut through this point. Each of these points with all the necessary works, may be estimated to average 5,000 *l.* each to 15,000 *l.* currency. For the tow-path, the far greater part from River Rouge to the Cedar Village will require a well-driven pile every 10 feet, on the outside of the path, which I propose shall be of 3-inch plank, and 8 feet in width, resting upon 3 sleepers; each mile may cost about 800 *l.* currency per mile to 4,800 currency. Thus the cost of these 6 miles will be 19,800 currency; and section No. 4, a distance of 1 mile and 64 chains, with a good plank tow-path, may cost 1,100 *l.* currency. Total 20,900 *l.* currency. It must be remembered this tow-path of 7 miles and 64 chains is at the foot of high ruinous banks.

Mr. Alex. Stevenson, Surveyor and Civil Engineer, called in; and Examined.

*Ans. to Ques. 1.*—I reside at Rouville Mountain, and am a land surveyor and civil engineer  
259. Did you survey the south shore, opposite Coteau du Lac, with the view to the constructing a canal connecting Lake St. Francis with Lake St. Louis, and have you any additional information offer to the committee on this subject, relative to the entrance, or construction, or comparative expense between the north and south shore?—I did survey the south shore in the months of September and October, in 1834, from M'Pherson's Point, looking out into Lake St. Francis, down to the foot of the intervening rapids, to the little cove at Couvillon's, looking into Lake



Lake St. Louis, through part of the seigniorship of Beauharnois, with a view of constructing a navigable canal between these two lakes. With respect to the lower entrance, there are two fathoms of depth of water, from the entrance to the harbour at the village of Beauharnois, up along the coast in Lake St. Louis, all the way to Couvillon's; and there but little projection of piers will be sufficient to guard it against injury from ice or any storm from the north or north-east; the north-west wind having to blow across a very strong current, can never have much effect upon works constructed at this place; the west and south-west, none at all. The line of this canal, from one extremity to the other, is but  $11\frac{3}{4}$  miles through the ground, the most advantageous possible to ensure durability and cheapness of construction; and from the little cove, immediately above M<sup>r</sup>Pherson's Point, at Lebœuf's farm out into the open lake, to above the Grande Pointe or Longue Pointe, in a direct line, at about mid-channel, the soundings are, commencing at 60 feet from shore, 18, 15, 12, and 8 feet, on a reef opposite the lower end of Isle aux Chats; then 24, 18, 12, and 8 feet, to a reef opposite the middle of Isle aux Chats, and opposite the point below Long Point; then 12, 18, 20, 24; and opposite Long Point in the offing, where the counter-currents make the water ripple very much, there is 30 feet water; this place (Saranac) is completely land-locked, and well defended against all winds, except the south-west, which, being in the same direction as the current, can never make any swell to obstruct or injure the works, or impede the safe navigation of the channel; in fact, it is one of the best harbours to be found anywhere upon the St. Lawrence or lakes. As to the comparative expense of constructing a canal on the south or north sides of the rapids, I am not so well prepared to state particularly; I have seen Mr. Mills' report and estimate, and from what knowledge I have of that side of the country, I must say that I cannot either approve of the route chosen by that gentleman, or his manner of terminating his projection at either extremity; and there being one mile and over, of difference of distance, all other facilities being considered, I really believe the canal can be (or could have been) constructed about at about 100,000 *l.* less cost on the south side than on the north, and be much more permanent and convenient in the former case than in the latter.

260. For whom was such survey made?—The above survey was made at the joint instance of the Commissioners of Lower Canada for improving the navigation between the two Provinces, and Mr. Ellice, the latter of whom paid me through his agents at Montreal and Beauharnois.

261. What is the position of the place you call "Saranac"?—The mouth of the intended canal.

262. Is your estimate based on the supposition that the bottom of the channel is rock, and if so, what kind of rock?—Trapstone, otherwise called grey wache.

263. What would it cost per yard to excavate such rock as you describe, eight feet under water?—12 *s.* 6 *d.* per cubic yard.

264. Did you make a personal examination of the three lines on the north side of the river?—I did not.

*Ans. to Ques. 253.*—I am not.

*Ans. to Ques. 251.*—I do not think it would be 200 yards. The latter part of the question I have already answered.

265. You state in your answer to No. 259, that the canal on the south side will cost 100,000 *l.* less than on the north; were the estimates upon which you formed your opinion made by yourself, from surveys made by you, or upon information received from other persons?—They were not made from surveys of my own, but from my general knowledge of the geology of the country, and of the existence of two rivers, one of which would be exceedingly difficult to cross; there are also about four miles of rock on the upper end of the north side, which would be very hard cutting.

*W. R. Casey, Esq. again called in; and Examined.*

266. Will you state the works that you have been employed on as an engineer?—As sub-assistant engineer on the German-town and Philadelphia Railway and the New York Croton Water-works, as assistant engineer on the Long Island Railroad; and also on the Chambly Canal, for five or six months in 1834, and as chief engineer on the railway from St. John's to Laprairie, from the commencement to the completion thereof; I have also made numerous surveys, both as assistant and chief engineer, in various parts of Upper and Lower Canada, and several of the United States.

267. In what state were the works of the Chambly Canal when you left it?—In an unfinished state.

268. What was the occasion of your leaving that canal?—Because my services were not required during the winter, and in the following spring I was employed on the railroad; I was not however required to return to the canal.

269. When were the works on the canal resumed?—I do not know, but two of the commissioners applied to me in 1838 to take charge of the canal, in case money could be procured to go on with the work.

270. Are you aware of the confused state in which the works on the canal were then left; and do you know that a large account is now pending between the commissioners and the contractors?—I do.

271. Are you aware that the contractors are now putting forth claims to the amount of more than 20,000 *l.* for extra work which they say you authorised?—I authorised no extra work, being only assistant engineer, and I do not know the amount of the claim now made.

272. Have you been examined before the arbitrators sitting upon the claim above mentioned?—I was examined about three weeks ago.

273. What was the purport of your examination?—The principal object I proved was, that the embankment and protection wall, at the upper end of the canal, were to be considered principally as extra work.

274. Did the contractors found any claims on your evidence?—Yes; they brought forward my letter stating that a large portion of this work was done under my superintendence, as assistant engineer.

275. Do you understand that the contractors based a large portion of these claims upon irregular orders given by the engineer and assistant-engineer?—Some portion is based on irregular orders given by Mr. Hopkins, the chief engineer, but the chief item was agreed to by the commissioners

also; any orders given by me were authorised by the chief engineer, but the contractors hold a friendly letter from me, stating that I considered them entitled to additional compensation.

276. When was that letter written?—In the autumn of 1835.

277. What do you mean by a friendly letter?—A letter to aid them in obtaining a grant of money to fulfil their engagements and complete the canal.

278. Were you in the employment of the Chambly Canal Commissioners when you wrote that letter?—No; it was nearly a year after I left the canal.

279. Did you consider at the time you gave the letter alluded to, that the contractors were justly and honestly entitled to the money?—Yes; I considered them entitled to a large portion of the 20,000 *l.* for extra work; but there was a great deal of the work to be performed under contract, which remained unfinished.

280. You state that two of the commissioners applied to you to take charge of the work; was this application made after or before the letter in question was written?—The application was made in the summer of 1838, nearly three years after the letter was written.

281. Have you been desirous of obtaining employment under the Board of Works?—Yes.

282. Do you know of any application to that effect having been made to the chairman of the Board?—Yes; I believe the Honourable Peter M<sup>c</sup>Gill, who was chairman of the commissioners on the railroad of which I had charge, laid my name before the chairman of the Board of Works, as did also the Honourable Mr. Hatt, who was chairman of the Commissioners of the Chambly Canal, when I was employed on it.

283. What answer did you receive to those applications?—None.

284. Have you received any employment from the Board of Works, in consequence of those applications?—I have not.

285. Were the commissioners who applied to you to return to the Chambly Canal aware that you had written the letter alluded to?—They were.

286. In virtue of the appointment you held on the Chambly Canal, had you anything to do with the accounts or contracts?—I had nothing to do with the contracts; I aided in making up the monthly estimates.

287. Did you ever give any orders while employed on the Chambly Canal, except by order of, and through, the principal?—No.

288. What will it cost per yard to excavate rock (say limestone rock) eight feet under water?—I have known rock in a tunnel cost \$5 a yard, and I should think that with coffer dams this would cost quite as much.

289. Can the rock be excavated without coffer dams?—I suppose it could.

290. Do you consider the bottom, which would have to be excavated, as loose rock or continuous rock?—I do not know.

291. Have you had much experience in removing rock under water?—Not much.

292. Have you ever removed any rock under water?—I have not.

293. Have you ever used the patent fuse and patent cartridge, which now so much facilitate work of that nature?—No, I have not.

294. In comparing the cost of removing close rock with that of tunnelling, what is the comparative cost of removing rock in a close tunnel with that of open quarry?—About four to five times the amount.

295. Were you employed by Mr. Simpson and Mr. Harwood to survey the line of a canal on the north side, and do you consider that you have furnished them with the proper estimates, surveys and professional data, to commence the said canal?—I was employed by them, but I have not furnished them with those things.

296. What do you consider then is the precise value of the information that you furnished to Mr. Simpson and Mr. Harwood?—That the difference in the cost of the canal on the two sides can be but a fraction of 100,000 *l.* in favour of the south line.

297. What do you mean by a fraction of 100,000 *l.*?—£. 30,000 *l.* or 40,000 *l.*

298. When you gave that opinion, had you not estimated for a canal of less dimensions on the north side, than that commenced on the south?—Yes.

299. State distinctly whether you have made a full and detailed estimate of what it would cost to make a canal on the north side of the river?—I have not.

300. Are there not several items of great importance connected with the construction of the canal on the north side, which you have not ascertained; I allude particularly to the excavation under water at the eastern entrance?—The first lock will be so arranged as to clear the rock in the bed of the river, and all deep cutting under water; I did not sound at the eastern entrance, but Mr. Harwood did, and his soundings corresponded with those of Mr. Keefer.

301. Is the map of the ravine line, submitted by you, correct?—The map is not correct, but the profile is.

302. Are the sections of the banks of the rivers correctly laid down on the profile?—They are.

303. Would not the incorrect manner in which the ravine is laid down in the plan, mislead the committee as to its eligibility to a certain extent?—I think not; there would be no objectionable curves.

304. Does not the incorrectness tend to shorten the distance?—No, it does not.

305. State the reasons why you have not correctly laid down the course of the ravine, on the map?—I had no time to spare, and thought it could have no bearing whatever, worthy of notice, on the question at issue.

306. Do you consider it a professional course to send in a map, especially in a disputed case like the present, admitted to be incorrect?—I think it of no importance, when the incorrectness has no bearing on the question at issue.

307. Is not the incorrectness in the laying down of the line of the canal proposed?—It is.

*Ans. to Ques. 255.*—It would.

*Ques. 308.* By a diligent search might not a better line be found on the north side than that surveyed by you?—The line could be improved at various points.

309. Do you know whether the Honourable Messrs. M<sup>c</sup>Gill and Hatt received any reply to their application in your favour from the Board of Works?—I do not.

310. Were the inaccuracies in the plan made with any particular view, and if so, state the object?—They were on account of want of time.

311. What



311. What is the object of making the ravine appear perfectly straight on the map, when you have just pointed it out with your finger to be quite circuitous?—I did not know which way the curves ran. I have alluded to this fully in my report.

312. You state that the map was made contrary to your own wish; by whose desire was it made?—By desire of Mr. Harwood; I considered a map quite unnecessary in the case.

*John Jones, Esq. again called in; and Examined.*

313. Did you in your remarks, intend the committee to understand that you approved of Mr. Mills' water route throughout?—No; because in that portion between Pointe au Moulin and Pointe au Coulonge Mr. Mills recommends that the river should be used.

314. Was the lower part of the route, that is, from Pointe au Moulin to Pointe au Coulonge, recommended by Mr. Mills, found, on examination, to afford sufficient water, and to be otherwise practicable for such a canal as he proposed; or was not that part of his route condemned by your commission?—It was condemned by them, there not being sufficient water.

315. How do you conceive that difficulty could be obviated, and what other route do you propose in lieu thereof?—I proposed a route by forming a canal by embankment on the margin of the river.

316. Do you mean the committee to understand that the canal on the north shore should be continuous inland?—I do not; we adopted Mr. Mills' line from the Cedars upwards.

317. Do you think it should be inland from the Cedars?—I do; that is, along the margin of the river, cutting through the points.

318. Was the survey considered in such a state as to afford your commission the means of determining its truth and correctness; and did your commission ever report on the subject?—Our commission never reported, because the survey was not completed.

*Tuesday, 11th October 1842.*

*Samuel Keefer, Esq. again called in; and Examined.*

319. Did you receive instructions from the Board of Works to survey the line of canal on the south side of the river?—I did.

320. Were your instructions in writing?—No, they were not.

321. Did you receive orders to survey the different lines on the north side?—I received orders only to survey a particular line on that side; the line suggested by Mr. Harwood.

322. Were the directions, so given to you, in writing?—They were not.

323. Produce the plan and estimate of your survey on the south side of the river?—(*Witness selected the documents in question from those already before the committee.*)

324. State the time you received your instructions to survey the north and south lines of canal?—With respect to the south side, I received instructions some time in January last to make a preliminary examination with the former surveys in my hand, but not to make a survey.

325. Is there no entry in the books of the office by which you can inform the committee of the date of your instructions?—There is no such entry.

326. Did you make a report to the Board of Works after your preliminary survey?—I did.

327. Was that report in writing; if so, produce it?—(*Witness referred the committee to his report already before them*)

328. Was the report you have now produced approved of; and did you receive further instructions?—It was approved of at the time, but I did not receive further instructions until about the 20th or 21st of June last.

329. Were the instructions you received on the 20th June last in writing?—They were not; my instructions were to examine a portion of the line which the engineer in charge was to have laid out; to see if the same was correct, in order to afford employment for the emigrants who were then arriving in great numbers.

330. When did you receive your instructions to survey and estimate the whole line of the Beauharnois Canal?—On the 19th July I received instructions from the chairman to run a proof level through the line, for the purpose of ascertaining if all was right; but it was not until about the 1st of August that I received directions, verbally, to survey and establish the whole line.

331. When did you commence the survey, under the instructions of the 1st of August?—Immediately.

332. When did you complete the survey?—It is yet incomplete; it will take the engineer who is now in charge about two months to complete it. The line and the completion of the section in the centre has been effected, which is sufficient to base an estimate of the probable cost of the work. That section and estimate is before the Committee; but the further survey referred to is merely to lay out the work for practical operations.

333. When was your estimate for the south side completed; and when was it laid before the Board of Works?—It was completed on the 1st October, and submitted to the committee, the chairman of the Board of Works not being here.

334. Was your estimate examined and approved of by any member of the Board, previously to its being submitted to the committee; and if so, name the member or members who examined the same?—It was not submitted to any member of the Board, but I made it out in a particular form, for the information of the committee, and conceived myself obliged to submit it to them, without waiting for the return of the chairman.

335. Did the president or any of the members of the Board of Works attend you, after or before your survey, over the line on the south or north side?—They did not attend me, except that the chairman accompanied me over the most important part of the line on the south side.

336. Was your estimate based on the supposition that the bottom of the channel, at the western entrance on the south side, was rock?—Boulder stones, and not solid rock.

337. What would it cost per cubic yard to excavate the rock, if solid rock be found at the entrance of the canal, for the purpose of forming a channel 10 feet deep?—About 1 l. a cubic yard.

338. Did you take any means to ascertain the nature of the bottom of the river at the western entrance, under the boulders?—No, I did not.

339. Did you examine the first section from M<sup>c</sup>Pherson's Point, by boring; and what was the nature of the ground?—I did, by sinking a shaft in two places, and found clay and boulders in the proportions mentioned in my estimate.

340. Did you, from that examination, consider that it indicated the nature of the bottom in the channel?—To a certain extent, I conceive it did.

341. What are your grounds for saying that there is no solid rock within 10 feet, in the channel between Chartier's Point and Isle aux Chats?—I conceive the shafts which I sank at Chartier's Point, give some general indication of the channels; and in the course of taking the soundings reported on the chart, I took the pains, when sounding in eight feet water, by means of a graduated wooden rod, of feeling the nature of the bottom; and from that I concluded that the bottom immediately under the eight feet soundings was composed of a mass of boulder stones, varying from 10 to 40 cubic feet in size, between which I could thrust down the rod, and in seven feet water I could see them, but of the nature of the bottom below those boulder stones, I have no positive information; but I conceive, if they were cleared away, it would matter little what the bottom was composed of. The method in which I ascertained the nature of the bottom of the channel was, by examining in passing up while I was taking soundings, and feeling with the rod in several places, as already mentioned.

342. What do you think it would cost per cubic yard to blast such rock and boulder as you think is in the channel?—About 5 s. per cubic yard.

343. Did you make your estimates, submitted to this committee, from your own original rough estimates, to meet the form of question submitted by this committee, or did you make them, after you got that question, from other sources of information?—I did not make the estimate for the north side, submitted to the committee, from original rough estimates, but made it to meet the form of questions submitted by the committee, from my own survey of July last, taken in connexion with a portion of the survey made by Mr. Mills in 1833, of which I made the section at that time. With reference to the south side, I did not make up my estimate submitted to the committee from original rough estimates, but from the survey, which I had only completed a few days before I was summoned by the committee. I depended upon no other sources of information than those mentioned.

344. When did you complete your plan and estimate of the north side?—I completed the plan and rough estimate of 389,000 l. of Mr. Harwood's line, which I was sent to survey, on the 5th July last.

345. From what survey did you compile the estimate for a canal on the north side which you prepared for the information of the committee?—In order to meet the views of the committee, and give them the information desired in their questions, I threw aside Mr. Harwood's line, and selected what I considered the best and cheapest route to be found on the north side for a continuous inland canal, which I conceived the best line that could be selected between the two lakes.

346. When was your final estimate of the line you surveyed on the north side completed and presented to the Board of Works?—It was completed on the 1st October, and submitted at once to the committee, in the absence of the chairman of the Board of Works.

347. Was that estimate completed by information acquired by yourself personally, or from information obtained from others?—From information acquired by myself personally, for that derived from Mr. Mills' survey I had a personal knowledge of myself, having assisted him in that survey.

348. Was your estimate, so made, ever approved of by the Board of Works?—It has been approved of since it was submitted to the committee.

349. Did you sink shafts on the north side, and if so, how many?—I did not; I have attached such prices to the quantities in the estimate as would perform the work if the whole of it should prove the same as is indicated by external appearances. The quantity of rock in the estimate is taken from the shafts sunk by Mr. Mills in 1833.

350. Should the bottom of the channels at the western entrance, on the south side, turn out to be solid rock, would the canal not require to be protracted to Grosse Point?—No, by no means, because the solid rock cannot be within 10 feet of the surface, according to my knowledge of the situation, so that there would be no necessity for carrying the canal to Grosse Point, particularly as the space between the shoal and Grosse Point varies from 12 to 20 feet in depth.

351. What appointment do you hold in the Board of Works?—Engineer to the Board, and, as such, head of the engineering department.

352. Was the decision determined upon by the president of the Board of Works, regarding the line of canal, founded on your estimates, surveys, and reports?—I have every reason to believe that the chairman has been influenced by my representations. I am not competent to say whether they exclusively influenced his decision.

353. What are the committee to understand by your statement, that the survey for the south side is not yet completed, yet that you made your estimates from your own survey, completed only since you came to Kingston?—The estimate was made from my established line, and the levels taken upon the centre, which are sufficient to afford a near approximation of the actual cost. The survey, so far as relates to the centre line, was completed some time last month; but, inasmuch as all the cutting stakes and out slope stakes for the bank are not yet placed, the survey cannot be said to be completed, because all those levels must be taken before we can determine the actual quantities to be removed.

354. It has been stated to this committee that a tow-path can be made from the western entrance of the locks, at Coteau du Lac, to the steam-boat landing; what is your opinion of that fact, and its probable cost?—The towing-path can undoubtedly be made; but it would answer no practicable purpose whatever, when done, except for drawing up the present small craft which navigate the river, partially loaded. The fall here in  $2\frac{1}{4}$  miles is  $8\frac{1}{2}$  feet, and the current runs from four to seven miles per hour, so that for the large class of vessels that will navigate the Cornwall Canal, it would be of no service. The towing-path, to accommodate a draught of 10 feet water, would have to be carried out into the river some distance, or else a channel must be sunk under water near shore. For the want of sufficient soundings on this part of the river, I will not attempt to give the committee an estimate of the probable cost.

355. What





In this estimate I take Mr. Mills's prices as correct, and calculate thereon; but after incurring this increased expenditure, the north side line could not be compared to that on the south side; as in the former there would have to be encountered in several places currents running at from four to six miles an hour; and the cost of maintaining this line would be infinitely more than the corresponding expense on the south side. Colonel Phillpotts estimates this river route as follows:—

Section 1 - - - - -	£.
Add for removal of Fort - - - - -	117,050
	3,250
	£. 120,300

Section 2, said to be navigable for steam-boats; but there are points at which there are currents of five miles, of four miles, and five miles respectively.

Section 3 - - - - -	£.
Section 4.	125,000
Section 5, through the split rock and the Cascades Points; the canal to be cut through rock - - - - -	129,000
Total, exclusive of towing-path - - - - -	£. 374,300 sterling.

or 415,900*l.* cy. Nothing can more fully show the difficulty, expense, and danger—of either the tow-path, required in any case to make Mr. Mills' route available for all description of boats, or to construct such a work as Mr. Jones proposes, namely, a canal along the margin of the river, from the Cedars to the Cascades—than the language of Mr. Mills, with respect to the soil and banks, which I beg leave here to quote: "Above the Cedars, the banks are from 20 to 30 feet high, composed of clay, with some veins of sand, frequently sliding off in very large bodies, showing the destruction which would be consequent upon constructing a canal along or near its foot, or upon the top. Here, also, below the Cedars, it would be impossible, with any reasonable expense, to maintain a canal, either upon or at the foot of the bank of the river, on account of the great bodies of it which frequently slide into the ravine." This opinion is fully sustained by Judge Wright, who states, "That the shores are a formation of clay and loam, underlaid with quicksand, which occasions yearly very considerable slips; and that a canal carried on such ground would be in great danger, if any where near the river."

361. The scale of the work proposed by Mr. Mills for the river line being larger than the scale adopted for the Beauharnois line, what would be the difference of expense between these two scales, applied to the river line, on the data furnished in Mr. Mills' Report?—In the upper section, the saving in the earth work, by adopting the lesser scale, would be  $\frac{2}{5}$ ths; there is not any other saving in this branch of the work. The saving in the locks would be about 750*l.* each. In my answer to question 360, full allowance is made in the estimates for the difference of scale.

362. What extent of the canal at Cornwall is within musket shot of the United States?—I cannot tell what length of canal, but I consider that several portions of the work are so much exposed to annoyance from the American side, that it would not be possible, in the face of an enemy, to work a boat on.

363. State what portions of the work are so exposed?—I principally allude to the part opposite Barnhart's Island and Chimney Island. I consider the whole of the narrow navigation of the St. Lawrence, above Cornwall, to be so much exposed, that it cannot be relied on as a communication in time of war, for which reason, I apprehend, the Rideau Canal was made.

364. Are you aware that there was no other water communication during the last war with the United States than the St. Lawrence?—Yes.

365. Did you ever go over the line of canal on the north side, pointed out by Mr. Harwood?—Yes; the line of Mr. Harwood only differs from the other inland routes at the eastern extremity, as will be seen in my answer to question No. 358.

366. Who made up the estimate for the south line; did you examine it, and when?—Mr. Stevenson made up an estimate, as likewise did Mr. Baird. I examined these estimates some time last fall, again about Christmas, and again in the spring. Mr. Keefer also made an estimate. These several estimates are before the Committee.

367. Did you examine the estimates for the two sides made by Mr. Keefer, and when?—I have examined them within the last few days.

368. Did any of the members of the Board of Works attend with you to inspect the line of canal on the south and north sides; if so, name them?—They did not.

369. Did you make a report with the surveys and estimates to be laid before the Board before the present Beauharnois line was determined upon?—Having fully satisfied myself as to the comparative cost of the two lines, I made my report to the Governor in Council before it was in contemplation to commence the work this season.

370. Was your report, together with the evidence upon which you founded it, laid before the Board of Works, and when?—I conceive that by the constitution of the Board the Act requires no quorum, and that therefore any document before me as Chairman is before the Board.

371. What is the duty of a member of the Board of Works?—Members of the Board are also members of public departments; and I conceive the object of having them members of the Board is, not that it was intended that they should interfere in professional matters, but when circumstances should require it, afford to the chairman of the Board any assistance in their power when general policy was likely to have any influence in the operations of the department.

372. Did you ever summon a meeting of the Board on the subject of the Beauharnois canal; and if so, when and who attended?—Having satisfied myself as to the comparative cost of these canals, I made a report thereon to the Governor in Council, leaving them to decide whether it should be on the north or south side. I would here wish to remark, that the Board has never embarked



barked in any work without the special order of the Council; and that when the Board is once ordered to proceed with a work, I conceive the carrying of it on to be the ordinary duty of the department, and no more requiring minutes to be made thereon than the inspector-general or Crown Lands commissioner are expected to make minutes of the proceedings in their respective departments.

373. Did you submit to the Governor and Council in writing the evidence and reasons which induced you to give a preference to the south side; if so, please produce the paper or a copy of it?—The report called for in that question is the report given in my answer to question No. 359.

374. Do you keep an entry in any book or books in your office wherein you record the proceedings of your meetings, and the reasons for any decisions the Board may arrive at; and if so, produce the book?—We keep three books; there are estimate books, report books, and letter books; and in one or other of them all proceedings of the Board are entered.

375. Are the extracts laid before the committee by Mr. Begley, secretary to the Board, the only entries in your books relating to the Beauharnois Canal?—I believe so; I gave directions that every document in the office or entry in the books relating to the Beauharnois Canal should be laid before the Committee.

376. When the Governor and Council approved of your recommendation for adopting the line on the south side of the river, were the estimates and the evidence which induced you to recommend the same, laid before the Council?—No.

377. How was the decision of the Governor and Council communicated to you; if in writing, produce it?—(*Witness referred the committee to the report of the committee of the Executive Council already before them. Vide Appendix, No. 24.*)

378. Was the estimate for the western entrance of the canal on the south side founded on the supposition that the bed of the river between Chartier's Point and Isle aux Chats was rock?—No, it was known that shoals existed there.

379. Should the bottom of the channel turn out to be rock, would it not materially add to the expense?—Yes, to a certain extent; but from the depth of water in the channel there would be under any circumstances very little excavation.

380. What would be the price per cubic yard for excavating rock eight feet under water in that passage?—Boulder rocks can be removed at from 3 s. 6 d. to 5 s. per cubic yard, connected rock at from 5 s. to 10 s. I have, in the course of my professional practice, removed rock in a much greater depth of water at nearly the same price as I would on land.

381. Did you verbally state before the council your views on the subject of the Beauharnois Canal, and explain to them the information you had received, and the conclusions to which you had come?—Fully.

382. The Governor-general, in his despatch of the 19th of July, states that the report of an eminent civil engineer, and the opinion of the chairman of the Board of Works, decided him in making the canal on the south side. To whom does his Excellency refer in the first instance, and which report of yours in the second?—He must have referred either to Mr. Keefer or Mr. Tate; and the report I conceive must be that to which I have already alluded in my evidence.

383. In the same despatch it is stated that "the objections urged by the petitioners from Coteau du Lac are contradicted by engineers of great experience and scientific acquirements, who being strangers to the country, can have no local bias." To whom does his Excellency refer?—I presume his Excellency refers to the authorities I have already stated, and to whom I alluded in my report.

384. The Governor-general, in his despatch, dated the 6th August, forwards to Lord Stanley your report of the relative advantages of the two sides; to which of your reports does this apply?—To my report of 1st August.

385. Who is the French engineer alluded to in your statement dated Montreal, 1st August?—I can state no more than what is stated in that report.

386. Did you make any of the estimates alluded to in your memoranda, dated 12th August 1841?—I refer to the said memoranda for my answer to this question.

387. What induced you to commence the canal in 1842, when in your own project it was deferred till 1843?—The Order in Council.

388. The employment of emigrants was the cause assigned for the early commencement of the canal at Beauharnois; what is the number of the emigrants so employed?—When I was upon the works I inquired the number of men then employed, and was told about 1,200, of whom about somewhat more than half were emigrants.

389. The Governor-general, in his despatch to Lord Stanley of the 19th July, states, "By the intervention of the agents of the Beauharnois Company, who have of course a strong interest in the work, the land necessary for its execution has been given up gratuitously, and funds have been advanced for the first expenses." Will you name the agent or agents of the Beauharnois Company with whom you have so treated, and explain what is meant by the statement, "and funds have been advanced for the first expenses?"—I wrote to Mr. E. G. Wakefield as an influential person residing at Beauharnois, and through his intervention obtained the relinquishment of about 200 persons through whose land the line of canal would pass. I have personally no knowledge of the terms on which the money was provided.

390. Have you had under your consideration the report of a committee of the House of Assembly of Lower Canada, of which Andrew Stuart, Esq. was chairman, on the subject of the St. Lawrence Canal?—I have had under consideration all the reports connected with it, and I will deliver in a copy of the report in question.—(*Witness subsequently gave in a copy of the said report.—Appendix, No. 35.*)

391. With reference to question No. 383, do you not think that the Governor-general must principally have alluded to yourself as an "engineer of great experience, a stranger to the country, and having no local bias"?—I believe so.

392. What was the proportion of emigrants employed at the commencement of the Beauharnois Canal?—I conceive that I have already answered this question.

393. You have stated that you began the canal at Beauharnois in order to employ the emigrants; why then did you not commence working on the 73,500 l. for roads in Upper Canada, and 97,000 l. for roads in Lower Canada, intended to be expended in 1842, on which the emigrants might have been employed?—Such of the roads as are in the western section of the province, the working details of which were prepared, were in progress, the works on the Gosford Road were in full operation, those on the Gaspé Road, from being obliged to furnish provision, and other causes, were necessarily retarded; those on the Cascade were not in progress owing to the want of the practical details.

394. What prevented those practical details from being acquired?—The first cause of those details not having been acquired was, that an application from Mr. Simpson to give to his step-son, Mr. Roebuck, the management of it, and which was at first agreed to by me, was subsequently declined upon making inquiries; another gentleman was sent upon the works to procure them, whose proceedings were interrupted by his being obliged to leave for Washington.

395. When was that application made, and when was it declined?—The applications were made in the early part of January; they were declined early in February.

396. Was not Mr. Wells kept here six or seven weeks waiting for orders on this very road?—Certainly not.

397. What is the amount expended on the canal to the present time?—Expenditure on the Beauharnois section of the St. Lawrence Canal to the 6th October 1842

-	-	-	-	£. 24,198
To this has to be added the present fortnight's returns, about	-	-	-	3,000
				£. 27,198

Besides the above are to be embraced damages to lands, and consequential damages, which have not been ascertained.

398. Did you consider the early completion of this navigation of equal importance to the roads referred to?—Infinitely more so, as from the rapidity with which the completion of the Cornwall Canal had been proceeded with, I considered it most expedient and advisable that this, the only remaining interruption to the navigation, should be removed as soon as possible, by which means the former heavy expenditure would immediately become remunerative.

Mr. Killaly having perused the evidence taken by the committee, handed in the following statement which he had prepared in reply thereto:

The Hon. Geo. Moffatt, Chairman.

Sir,

Board of Works, Monday Evening, 10 Oct. 1842.

Before proceeding to make some remarks upon the evidence which has been adduced before the Committee of which you are chairman, in support of the charges brought against the Board of Works by Mr. Simpson, I am desirous of expressing to you, sir, and to the rest of the Committee, my sincere thanks for the course adopted by you, in allowing me to examine and comment upon that evidence.

I received a copy of the evidence from the clerk of the committee, on yesterday (Sunday) afternoon, at five o'clock.

Before looking at those voluminous documents, I had expected to find in them, at least, some testimony bearing upon the question at issue worthy of my most serious attention; but a very cursory examination of it has been sufficient to convince me that the evidence itself is of a character to preclude me, or any other professional engineer, from attempting to analyse it, with a view to useful results. That portion of it adduced in support of Mr. Simpson's charges consists, for the most part, of matter which I may term a sort of ignorant gossip, almost wholly irrelevant to the subject. It is not, indeed, wanting in bold assertions of opinion; but those are made in language which is alone sufficient to prove to a man of experience that the witnesses by whom they have been made are profoundly ignorant of the very nature of the question, with respect to which they speak so confidently. The evidence is curiously characterised by vagueness, self-contradiction, confusion of ideas, gross exaggeration, and positive misstatements.

There is but one point in which the witnesses are constant and consistent with themselves, and with each other: they all display, in a manner that must be obvious to any observer, a keen anxiety to establish Mr. Simpson's charges, by means of reckless assertion. I think I may safely add, judging from internal evidence alone, that the testimony of the witnesses has been concocted among themselves, or that their minds have been under the guidance—not to say direction—of some one or more persons, whose business it has been to get up a case in support of Mr. Simpson's accusation against me. These witnesses would seem to have been, as it were, well drilled for the occasion. From this description I do not except either the written or verbal testimony of Mr. Casey, the engineer, employed by Messrs. Simpson and Harwood, and brought forward by Mr. Simpson as a witness against me. This gentleman himself states (I use his own words,) "the object of my examinations and report was not to furnish an estimate of the probable cost of a canal on the north side, but merely to show that the Hon. H. H. Killaly was wrong, in leading the public to believe that a canal on the north side would cost 100,000*l.* more than the south side;" and accordingly, up to this very day, he had not made any estimate in full of the cost of constructing a canal on the north side: on the south side, he states he has not been for seven years; and, in answer to a question, he says, that when he came before the Committee, he was not aware of so important a point as the scale upon which the present canal is being constructed. These two statements are characteristic, in all respects, of the whole of his testimony, namely, the absence of any valuable or even available information, with respect to the particular subject which he pretends to examine. He might well say that his only object was to criticise a report of mine; for the greater part of his entire testimony consists of a sort of literary strictures on my report to the Governor-general, of the 1st of August last, and is far more fit to form articles in a newspaper opposed to the government, than to be submitted to a committee of the legislature, with a view of guiding their judgment upon a scientific point. I am sure that, in my long professional career, I never met with anything, purporting to be the production of an engineer, which so clearly evinces a determination, *fas aut nefas*, to make out and bolster up a case for the employers, and so utterly underserving of serious notice.

The other witnesses brought forward by Mr. Simpson, although they do not pretend to science, like Mr. Casey, are disqualified, by their utter ignorance of the subject, from offering any opinion to which I can pay respect. They consist of pilots, wharfingers, farmers, a stage-coach proprietor, a store-keeper, a doctor, a timber merchant residing at Bytown, and the agent of an insurance company, the latter being Mr. Simpson's step-son; and the whole of them, not excepting the merchant at Bytown, are deeply interested persons.

It is requisite, and I am sure that the committee, considering that I am placed upon my trial, will allow me, in my defence, to explain the grounds on which I question the credit of those witnesses, on the score of personal interest.

There



There can be no doubt that the St. Lawrence navigation will have the effect of diminishing the value of property at Bytown, and affecting the profits of persons engaged in trade there. The evidence of Mr. Wm. Stuart, the merchant of Bytown, is really devoid of all value, as regards the question at issue; nevertheless it evinces the bias with which persons interested in the Ottawa must view this subject, and also the *animus* with which such a witness has been brought forward. In a still higher and more obvious degree, other witnesses have an interest in putting a stop to this work. Mr. Simpson's step-son, Mr. Wm. Roebuck's, income depends upon the continuance of a dangerous navigation, requiring the expensive protection of insurance. His brother, Mr. Henry Roebuck, is known to be a pilot of the rapids, and engaged in the management of a towing establishment, for hauling barges up that part of the river, which would never be used after the completion of an inland canal. A near relative of Mr. Roebuck, viz. Mr. Simpson's own son, is the collector of customs at Coteau du Lac, where he, and his father before him, have been in the habit of exacting fees, contrary to law, from barges passing down the river; and it is certainly more than probable that, when the navigation shall be completed, the customs' establishment at Coteau du Lac will be deemed worse than useless, and that the large revenue which has been derived by Mr. Simpson and his son, from salary as customs' officers, and the illegal exaction of fees, will entirely cease. The first interest of the whole family above named, and of the pilots of the rapids, who have been examined, is, if possible, to stop the work now in progress; but if they should fail in that object, then their next interest would be to get the canal on the north side, where Mr. Simpson owns a considerable property, near to the proposed entrance. It is true that Mr. Simpson's step-son, Mr. Wm. Roebuck, says, that "if I owned a farm at, or in the neighbourhood of, Coteau du Lac, I would give a large sum of money rather than have the canal pass through it, as its value would, I think, be thereby lowered 50 per cent.," and there can be no doubt that Mr. Harwood as boldly states, that the only way in which his property could be affected, by taking the canal through his seignior, would be "to my disadvantage;" but the committee will know how to estimate such statements. The self-interest of the witnesses is only less evident than their want of scruple in denying it. Mr. Whipple, the stage-coach proprietor, though he says, that his only property at the Coteau du Lac is "a wharf and eight or nine acres of land," has omitted to add, that the very entrance of a canal on the north side would be close to those acres, to which an additional value of several thousand pounds would thereby be given; and that the completion of a canal, on either side, would put an end, for a great portion of the year, to the stage-coach business, in which he is largely engaged. It would be easy to prove that the other witnesses, being residents of Coteau du Lac, would have their fortunes improved, if the canal was to be established there; and however unwilling I may be to weary the committee, by dwelling on this most disagreeable part of the subject, it yet remains for me to make one statement, for the purpose of discrediting Mr. Simpson's witnesses. Of these, the two who speak with the greatest confidence and pretence to knowledge are Mr. Casey, the engineer, and Mr. Wm. Roebuck, Mr. Simpson's step-son. Unsuccessful applications for employment in favour of each of them have been made to me within the last 12 months: I did not disregard the applications made to me on behalf of Mr. Casey, but, on the contrary, was inclined by them to make inquiry respecting his professional abilities, and came to the conclusion that it would be wrong in me to trust him with any employment of consequence, under the Board of Works. With respect to Mr. Wm. Roebuck, I am under the painful necessity of stating that, upon application from Mr. Simpson, not many months ago, being made to me for employment on a public work, I expressed a sincere wish to comply with the application; but upon making such inquiries as I judged necessary, before placing any one, who was a stranger to me, in an office of trust under the Board, I gave up all thought of meeting Mr. Simpson's wishes.

In confirmation of the high probability that these witnesses have been actuated by motives of personal interest, if not of ill will towards me, I would recal the attention of the committee to their professions of having no object in view except the love of truth and the public good. As one instance of these very suspicious professions of disinterestedness and public spirit, I beg leave to draw the attention of the committee to the evidence of Mr. Asselin, who, having said that he had "no personal interest for or against the canal," and admitted that he was the owner of the wharf and property known as Asselin's Wharf, at the Coteau du Lac, had the effrontery to add, that the reason why all his neighbours were opposed to the canal being on the south side was, "because they were opposed to the misapplication of the public money!"

Such testimony as that, which I cannot comment upon less severely, is of a piece with a fact, which, as it is perfectly notorious, and has a close bearing upon the question submitted to the committee, I may properly notice, namely, the practice which has been systematically pursued by the Simpson family, of waylaying travellers, and especially members of the legislature, at Coteau du Lac, and endeavouring, by the most unscrupulous assertions, to prejudice their minds in favour of the charges against me, which Mr. Simpson has submitted to the House of Assembly. If it should be unknown to members of the committee, there are yet hundreds of people who know that, in the pursuit of this system of detraction, the persons whom I am exposing did not confine themselves to mis-statements of fact with respect to engineering matters, but that they cast imputations, and made positive charges of dishonesty and corruption, not only upon myself, but upon several gentlemen of long-established and unimpeachable character, whose assistance it is my good fortune to have as officers of my department.

Such is, then, the nature of the testimony got up for the purpose of establishing that I have committed either a gross blunder, or the wilful crime of choosing for a canal which is to cost 250,000*l.* a situation presenting insurmountable obstacles to the use of the work for navigation. I will not pretend to prove that this testimony is false; I cannot even bring myself to look at it, in comparison with that of the able and experienced engineers, upon whose elaborate surveys, made from time to time during a long term of years, in conjunction with my own observation, my deliberate opinion, as to the selection of this line of canal, was formed, and the decision of the Governor and Council was founded. It is hardly with patience that I can write down the names of Mr. Wm. Roebuck, Mr. Whipple, and Pilot Perry, or even that of Mr. Casey, by the side of those of Mr. Stevenson, Mr. Baird, Mr. Mills, Colonel Philpotts, and Mr. Keefer; nor is it, indeed, requisite that I should either claim the authority of the gentlemen last named, or allude to my own extensive experience, in order to defend myself against Mr. Simpson's charges: these accusations have been broken down by the very testimony adduced in support of them. This testimony I venture humbly, but confidently, to submit to the Committee, leaves wholly unaffected my decision in favour of the superior cheapness and efficiency of the south side line.

If, in making the above observations, I have been betrayed, by a natural feeling of indignation, into the use of too strong expressions, I should beg pardon of the Committee for having failed in proper respect towards them. I have endeavoured to keep within the bounds of decorum, and cannot but trust that every member of the committee, imagining himself to be placed in my situation, and subjected, as I am, to accusations which, if they are admitted, would be fatal to my professional reputation and personal character, will find excuses for the warmth with which I have expressed myself.

In defending myself against Mr. Simpson's charges, I have purposely abstained from noticing the testimonies in my favour which, during my absence, have been laid before the Committee. I have thought that no such evidence was required to demolish the self-destructive statements of the witnesses against me; nor am I now disposed to attach any weight to the statements of unprofessional persons who have given opinions before the Committee in favour of the south side. I rely with confidence on the full, calm, and intelligible testimony of the engineers who have been examined. I declare, upon the honour of a gentleman, that my firm belief, after having anxiously reflected upon this subject for more than a year, entirely concurs with the opinions of those gentlemen. I am convinced that, if twice the number of engineers were to make surveys and reports upon this subject, no other conclusion can be come to than that which I firmly maintain, namely, that the line of canal on the south side, now in progress, is greatly superior in point of efficiency to any line on the north side, and cheaper to an extent of about 100,000*l*.

In conclusion, I will merely add, that notwithstanding all the political intrigue and party feeling with which this question has been so industriously mixed up, the points in which, in my judgment, the country is alone interested, are simply, First, Is the line in course of construction a good one? Against its being so not one scintilla of assertion has been made. Secondly, Is it the cheapest? By the testimony of Mr. Casey, the only person brought forward by Mr. Simpson who pretends to speak as to cost, it appears that the saving by adopting it may be under 50,000*l*; but, shortly after, he admits an omission of the value of the difference of scale, which he guesses at 20,000*l*. more. In another part of his evidence, he says, the saving may be the fraction of 100,000*l*, by which he states he means 30,000*l*. or 40,000*l*; but by Mr. Keefer's detailed and elaborate estimate of the lines on both sides, the saving is shown to be 103,000*l*. Finally, Are there any natural obstructions to it which are serious and insurmountable? There are not; for Mr. Keefer's careful examination shows the shoals to be large boulders, stones, and sand, with two channels, with not less than eight feet six inches water; and we have an old, experienced, and solvent contractor, who offers to give ample security, and contract to form a suitable channel, of 400 feet wide, for 7,000*l*.

I beg leave to append Mr. Keefer's conclusive observations upon the evidence adduced in support of the charges against the Board of Works.

Respectfully submitted,  
*Hamilton H. Killaly.*

**Mr. Keefer's Remarks on the Evidence adduced before the Committee, against the Location of the Canal on the South Side of the River.**

The evidence of the pilots, and others, from the north shore, is very contradictory; some stating that the current from Grosse Point to M'Pherson's Point is three miles per hour, and others, that it is from 8 to 10 miles per hour. Some of them admit that there is a channel of 8½ or 9 feet, and others deny the existence of any channel whatever. One witness says that he can get out and walk on the shoal for nearly half the length of it, and that the surf at Grosse Point runs from 10 to 12 feet in height. All the north-shore people, however, concur in stating that the prevailing winds are either west, north-west, or north.

It is an easy matter to procure evidence contradictory of everything these witnesses have stated on the above points, but it is of no consequence whatever to do so. The current, in fact, (notwithstanding this evidence) does not exceed, by measurement, two miles per hour, and when the towing-path, provided for in the estimate, has been made, all the difficulties they have started vanish, for this current offers no sensible impediment to steamers, and when considered in reference to the general line of navigation between Lake Ontario and the sea, this rate of current cannot, with fairness, be objected to, when there are a hundred other places in the river and lakes where the current is the same, and it was never thought necessary to obviate them.

In the present unimproved state of the channel, it is perfectly practicable to conduct a steamer of seven feet draught of water from Grosse Point to M'Pherson's Point, and back again, having first put down buoys to indicate the channel.

That the testimony of pilots cannot always be relied on, has been proved by the fact, that barges and steam-boats are now descending the Lachine Rapids every day, where it was declared by them that no practicable channel existed.

In reference to their testimony in this instance, I will simply state, that the chart is made from soundings taken by myself, with the greatest care, and I can vouch for their accuracy. I did not undertake to lay down all the shoals, both above and below those lying between Chartier's Point and Isle aux Chats, but confined my labours to the place where the channel presented the greatest difficulties, inasmuch as the other shoals do not interfere with the free navigation of the river, leading to the entrance of the canal.

These soundings were taken in a large canoe, with one man to row, one to steer, two others and myself, five in all; and so far from finding the current as strong as these witnesses represent it, I found no difficulty whatever in going from side to side, up or down, or which ever way I pleased. I have often paddled up from M'Pherson's Point, in crossing to the Coteau du Lac.

In the estimate it will be seen that I have provided for removing the points of the shoals next the centre channel, to afford a clear entrance of 400 feet in width, and 10 feet in depth. The shoals consist of a mass of boulder stones, in some places imbedded in sand, and they can therefore be easily removed.

In reference to the prevailing wind, I will barely remark, that every one at all acquainted with the great lakes Erie and Ontario, knows perfectly well that the prevailing wind is from the south-west; and it is not reasonable to suppose that only 160 miles of eastern longitude is sufficient to give another prevailing wind. I know that impartial and uninfluenced evidence will state the contrary; and such being the case, Coteau du Lac must be more frequently the lee-shore of the lake,



lake, while Grosse Point shelters the southern entrance. But it appears to me ridiculous to be setting forth all this nautical reasoning about the entrance to a canal on the River St. Lawrence, the same as if we were on the coast of France or Ireland. It seldom occurs that vessels cast anchor before entering such canals. The usual practice is to come to, and fasten themselves alongside a pier or wharf, which saves all the trouble.

The evidence offered by Mr. Casey's criticism, called a report, is very meagre. It appears from it that he has not made a proper survey of the north side, and that he had only seen the south side about seven years ago; and that in reference to the subject under examination, he did not examine the south side at all. Before he could estimate the difference in cost between the two sides, it is obviously necessary that he should make an estimate of what each would cost; but this Mr. Casey thinks unnecessary, and thinks to satisfy the public, and the committee, without giving an estimate of either. The committee order him to give in an estimate for the north side, and he gives only a partial one; still maintaining that the principal difference lies in the excavation, which he supposes to amount to 50,000 *l.*, neglecting altogether the increased expense on the north side of the embankment, waste-weirs, ditching, and fencing, locks, and lock-houses, bridges and bridge-houses, damages, protection walls, coffer-dams, and pumping.

It is idle to be drawing any comparison, without an estimate full and complete of each side. A careful and rigid examination of my estimates for the north and south side, I trust, will convince the committee, that the Board of Works was not wrong in stating that the canal on the north side would cost 100,000 *l.* more than on the south.

Mr. Casey thinks it unfair to state that the canal on the south side is three miles shorter than on the north; because, he tells us, "the Beauharnois Canal ends at the foot of a strong current." This is not the case; the canal terminates at the head of an eddy, settling up the lake nearly two miles. The map will show that the south side may represent the chord and the arc of a circle, which accounts for the difference in length.

Mr. Casey has been betrayed into a singular fallacy in estimating lockage at so much per foot lift. He should have known that two locks of five feet lift will cost nearly double a lock of 10 feet lift, but by his method they would cost the same; moreover a guard-lock, which has no lift, by his rule would cost nothing at all. He is wrong, also, in assuming the lockage on the Cornwall Canal at 3,000 *l.* per foot lift. How, then, can his calculation be relied on?

In reference to using the ravine on the north side, although Mr. Casey makes his estimates supposing the canal placed in it, he is very guarded in giving an opinion; and as he makes no provision for waste-weirs, it is to be presumed that he considers them unnecessary. But Mr. Roebuck is more confident, and considers the using of the ravine a great advantage; that it would take a series of years to fill up the reaches between the locks, and that "aprons" might be constructed to carry off the flood-water.

It is unnecessary to repeat the objections I urged against using the ravine by damming it, in my report of 5th July last. I will now add the following:

I consider waste-weirs indispensable for the discharge of sudden freshets without injury to the locks. In the engineer's art waste-weirs are one of the most difficult structures to be rendered permanent. But placed in a bank of newly-formed earth, or in the original clay bank (equally as unsafe), the least imperfection in the foundation or workmanship, the slightest settlement of any part of the structure, or the loosening of the earth by frost in spring, may, in the time of violent and sudden freshets, be sufficient to create a leak, which, unless detected at once, and stopped, would inevitably become the means of carrying away the dam, which done, every succeeding dam must go too.

It rarely happens that a ravine affords the opportunity of placing the locks so advantageously as that vessels can approach and depart from them by easy curves, which are necessary in order to prevent vessels from coming in contact with the corners of the locks, and doing damage to the walls.

Again, in placing the locks in the side of a hill, as must necessarily be the case if the ravine be used, every engineering precaution must be taken, by piling and otherwise securing the foundations, to prevent partial settlement; precautions that will add greatly to the expense of the locks on the north side.

With respect to Mr. Harwood's evidence, I wish it to be distinctly understood, that the line upon which I made out my estimate for a canal on the north side, is not that pointed out to me by Mr. Harwood, but the cheapest inland route that I could select. Had I taken Mr. H.'s line, there would have been upwards of three miles at the upper end, averaging 17 feet cutting; whereas, my line, for that distance, scarcely averages 12 feet cutting.

I desire further to remark, emphatically, that it was not until after I had completed my survey of Mr. Harwood's line, according to his written description of it, that he requested to have the levels.

Any connected improvement by the river bank, on the north side, will cost still more than the inland route, which I have estimated at 359,490 *l.* The inland canal on the south side, with the exception of the slight obstruction at the entrance (which can easily be removed) is most singularly favourable, and far preferable to any other line that can be selected to unite the two lakes. It is shorter, safer, more efficient, and cheaper by upwards of 100,000 *l.*

STATEMENT of the comparative Advantages and Disadvantages of the Inland Canals on the North and South Sides of the River.

#### NORTH SIDE.

The canal is 14  $\frac{1}{2}$  miles long. The canal receives into it the formidable freshets of the *à Delisle*; and if carried into the ravine of *Quinchiens*, receives the wash of all the land floods of a large tract of flat table land, rendering necessary the construction and maintenance of waste-weirs. The lock foundations are chiefly on clay. This canal will cost 359,490 *l.*

#### SOUTH SIDE.

The canal is 11  $\frac{1}{4}$  miles long. It is above and independent of all water-courses; consequently, requires no waste-weirs. It can be navigated two or three weeks more every season than the one on the north side. The repairs and superintendence will be less on this side. The lock foundations are chiefly on rock. This canal will cost 255,900 *l.*

Board of Works, Kingston, 10th October 1842.

*Samuel Keefer*, Engineer, Board of Works.

## APPENDIX.

- No. 1.—Return to an Address of the Legislative Assembly, for the Estimate made by Mr. Keefer for a Canal to connect Lakes St. Francis and St. Louis, of 255,900*l.*, alluded to in a Message of the late Lord Sydenham, laid before the House on the 20th September 1842 - - p. 143
- No. 2.—Petition of G. Beaudet, and others, of the County of Vaudreuil, presented to the House on the 23d of September 1842 - - - - - p. 143
- No. 3.—Message from His Excellency the Governor-General, with Extracts from various Despatches relative to the appointment of an Engineer in England, to superintend the Works on the River St. Lawrence; 30th September 1842 - - - - - p. 144
- No. 4.—Comparative Statement of the Routes proposed by different Engineers for a Steam-boat Canal, between Lakes St. Francis and St. Louis, extracted from the respective Reports, by Samuel Keefer, Civil Engineer - - - - - p. 146
- No. 5.—Report on the several Routes proposed for a Canal through the Seigniory of Beauharnois, to connect Lakes St. Francis and St. Louis, 17th February 1842; by Samuel Keefer, Civil Engineer - - - - - p. 148
- No. 6.—Report of the Survey of a Route for a Canal through the Seigniory of Beauharnois, with Estimates, 10th February 1835; by Alexander Stevenson, Civil Engineer - - - p. 149
- No. 7.—Report on the Practicability of constructing a Canal through the said Seigniory, with Estimates, 27th February 1835; by N. H. Baird, Civil Engineer - - - - - p. 152
- No. 8.—Instructions from the Board of Works to Mr. Tate, to survey the South Channel of the River St. Lawrence between Grand Isle and Beauharnois, and also a Route for a Canal through the Seigniory of Beauharnois; 12th February 1842 - - - - - p. 156
- No. 9.—First Report of Mr. Tate on the above, 21st March 1842 - - - - - p. 157
- No. 10.—Second Report of Mr. Tate, on 13th August 1842 - - - - - p. 158
- No. 11.—Third Report of Mr. Tate, on 1st September 1842 - - - - - p. 159
- No. 12.—Fourth Report of Mr. Tate, on 15th September 1842 - - - - - p. 159
- No. 13.—Letter from Secretary of Board of Works to Mr. Tate, containing further Instructions, 6th July 1842 - - - - - p. 160
- No. 14.—Report of the President of the Board of Works on the Beauharnois Canal, 1st August 1842 - - - - - p. 160
- No. 15.—Report of a Survey for a Canal on the North Shore of the St. Lawrence, on a Route suggested by the Honourable Mr. Harwood, Seigneur of Vaudreuil, 5th July 1842; by Samuel Keefer, Civil Engineer - - - - - p. 164
- No. 16.—Specification of the Earth-work and Rock-work on the Beauharnois Canal, by Samuel Keefer, Civil Engineer - - - - - p. 166
- No. 17.—Correspondence between His Excellency the Governor-general and the Colonial Secretary, relative to the placing of the Canal on the South Side of the St. Lawrence - - p. 167
- No. 18.—Statement of the Objections to the Location of the Canal on the South Side of the St. Lawrence, by John Simpson, Esq., a Member of the Committee - - - - - p. 167
- No. 19.—First part of a Report of a Survey for a Canal on the North Shore, made by Order of Messrs. Simpson and Harwood, 5th September 1842; by William R. Casey, Civil Engineer - p. 168
- No. 20.—Second Part of the said Report, 17th September 1842 - - - - - p. 170
- No. 21.—Estimate of the probable Cost of constructing a Canal on the South Shore of the St. Lawrence, 1st October 1842; by Samuel Keefer, Civil Engineer - - - - - p. 172
- No. 22.—Estimate of the probable Cost of a Canal on the North Shore, 1st October 1842; by Samuel Keefer, Civil Engineer - - - - - p. 174
- No. 23.—Detailed Estimate of the probable Cost of a Canal on the North Shore of the St. Lawrence, 3d October 1842; by W. R. Casey, Civil Engineer - - - - - p. 175
- No. 24.—Letter from the Acting Clerk of the Executive Council, enclosing Copy of a Report of a Committee of the Council on the Necessity for an immediate Extension of the Public Works, 13th June 1842 - - - - - p. 176
- No. 25.—Letter from Secretary of Board of Works, respecting the Detention of Witnesses for Cross-examination by the President of the Board, 4th October 1842 - - - - - p. 177
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- No. 27.—Report of the Board of Works to His Excellency the Governor-General, relative to the Beauharnois Canal, 14th December 1839 - - - - - p. 177
- No. 28.—Extract from a further Report of the Board on the same subject, 20th February 1840 - p. 178
- No. 29.—Extract from that Part of the Report of the President of the Board of Works to the Governor and Council, dated 12th May 1842, relating to the Canal from the Coteau to the Cascades - - - - - p. 178
- No. 30.—Extract from a Report of Col. Phillpotts, Royal Engineers, respecting the Location of the Canal, 24th October 1838 - - - - - p. 178
- No. 31.—Report on a Survey of the River St. Lawrence between Coteau à Coulonge and Coteau du Lac, 22d September 1836, by Henry G. Thompson, Surveyor and Civil Engineer - p. 179
- No. 32.—Report on a Survey of that portion of the St. Lawrence between Lakes St. Louis and St. Francis, 31st December 1836, by Henry G. Thompson, Surveyor and Civil Engineer - p. 180
- No. 33.—Letter from the Receiver-General to the Cashier of the City Bank of Montreal, respecting a Loan of 20,000*l.* for Public Improvements on the River St. Lawrence, 16th June 1842, p. 180
- No. 34.—Letter from the Cashier of the City Bank of Montreal, to the Receiver-General, in reply p. 181
- No. 35.—Copy of Fourth Report of the Standing Committee of the House of Assembly of Lower Canada on Roads and Public Improvements, 10th February 1834 - - - - - p. 181



— No. 1. —

RETURN to an ADDRESS of the House of Assembly, of 19th September 1842, praying the Governor-general to order the proper Officer to lay before the House the Estimate made by Mr. Keefer, of 255,900*l.* alluded to in the late Lord Sydenham's Message of last Session (in a Memorandum of the Chairman of the Board of Works,) with any Plans, Surveys, Reports or Estimates, relating to the connexion of Lakes *St. Francis* and *St. Louis*, by means of a Canal, with a Copy of such parts of any Despatch or Despatches from the Colonial Secretary, referring the same subject.

Kingston, 20 September 1842. S. B. Harrison, Secretary.

ESTIMATE of the probable COST of constructing a CANAL for Steam-boats between Lake *St. Francis* and Lake *St. Louis*.

The distance of the River *St. Lawrence* being 14  $\frac{3}{4}$  miles, and the difference of level 82  $\frac{1}{2}$  feet; locks, 45 feet wide, 170 feet long, and 9 feet of water on the mitre sills; canal, 80 feet wide at bottom, and 10 feet deep, with slopes 2 to 1.

If Mr. Mills' river route be adopted, (*vide* his Report Route, No. 1,) then we shall have 6  $\frac{7}{8}$  miles of canal, and 7  $\frac{7}{8}$  of river navigation, as follows:—

At Coteau Rapids :										£.	s.	d.
2 $\frac{7}{8}$ miles of canal, averaging about 12 feet, cutting in clay chiefly, at 12,000 <i>l.</i>										34,500	—	—
One lock, 7 feet lift, and one ditto, 10 feet lift    -    -    -    -    -    -    -    -    -										21,000	—	—
One guard lock    -    -    -    -    -    -    -    -    -										9,000	—	—
										£.	64,500	—
At Cedar Rapids:												
1 $\frac{3}{4}$ miles of canal, averaging about 18 feet, cutting in clay and loose rock for half the distance, the other half being river embankment, 26 feet high, at 14,000 <i>l.</i> -    -    -    -    -    -    -    -    -										24,500	—	—
One lock, 8 feet lift    -    -    -    -    £. 11,000    -    -										complete	—	—
One ditto, 12 feet lift    -    -    -    -    12,500    -    -												
One ditto, 10.80 feet lift    -    -    -    -    11,500    -    -												
										£.	59,500	—
At the Cascades :												
2 $\frac{1}{4}$ miles of canal navigation, in earth and rock, and embankment in river, averaging 25,000 <i>l.</i> per mile    -    -    -    -    -    -    -    -    -										56,250	—	—
One lock, 7 feet lift    -    -    -    -    £. 10,000    -    -										complete	—	—
One ditto, 8.22 feet lift    -    -    -    -    11,000    -    -												
One ditto, 10 feet lift    -    -    -    -    12,000    -    -												
										£.	89,250	—
ABSTRACT :												
The Coteau Rapids    -    -    -    -    -    -    -    -    -										64,500	—	—
The Cedars    -    -    -    -    -    -    -    -    -										59,500	—	—
The Cascades    -    -    -    -    -    -    -    -    -										89,250	—	—
										213,250	—	—
Superintendence and contingencies, 20 per cent.    -    -    -    -    -    -										42,650	—	—
TOTAL    -    -    -    -    £.										255,900	—	—

A saving of about 50,000 *l.* may probably be effected by taking the south side of the river.  
Kingston, 19 June 1841. (signed) Samuel Keefer, C. E.

— No. 2. —

PETITION of *G. Beaudet*, and others, of the County of *Vaudreuil*, presented to the House on the 23d September 1842.

To the Honourable the Knights, Citizens, and Burgesses of Canada, in Provincial Parliament assembled.  
The humble Petition of the undersigned Inhabitants of the County of *Vaudreuil*.  
Humbly sheweth,  
THAT your petitioners, on seeing the Report of the chairman of the Board of Works, were fully certain it was based on false statements as to the facility afforded on the south side of the River *St. Lawrence*

St. Lawrence over the north side, on the depth of water at the western entrance, on the width and number of channels, and on the cost of the work; in short, that he had taken a most prejudiced and erroneous view of the case, losing sight of the judge in the advocate.

That being sensible of these facts, they, at their own cost, have directed a survey of the route on the north shore to be made by a skilful and successful engineer, which report and levels, now sub-joined, bears out most of the above assertions.

That at their own cost also they have directed soundings to be taken, and search made for the three channels named by the chairman as existing with 12 to 20 feet water at the western entrance, without avail, finding nothing of the alleged depth and width, or anything like a practicable channel.

That the chief engineer desired buoys to be laid down in nine feet water, to guide boats coming in with supplies to the canal whilst making; but nothing of this depth was to be had, and he was obliged to desist, and make a new survey of this boasted entrance, to bear out the report of the chairman, which he is unable to do. That, on the contrary, he has discovered only one, instead of three channels, which is well known to be dangerous, narrow, crooked, shallow, and impracticable for anything but small light boats.

That, under all these circumstances, your petitioners plead that justice has not been done, but that a system of favouritism has been dealt out, to the detriment of the public interest, and with a wasteful expenditure of the people's money.

That they therefore pray witnesses may be examined, and a full investigation of the case may be gone into, and that a naval and land survey may be made on both sides of the river, by disinterested and competent persons, unconnected with the Board of Works, (in which they must declare their want of confidence,) and that the prosecution of this vast work may be stayed until such report is made to and determined on by your Honourable House.

And petitioners, as in duty bound, will ever pray.

(signed) *G. Beaudet* (and others).

Vaudreuil, September 1842.

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— No. 3. —

MESSAGE from His Excellency the Governor-general, with Extracts from various Despatches, relative to the Appointment of an Engineer in *England* to superintend the Works on the River *St. Lawrence*.

CHARLES BAGOT.

The Governor-general informs the House of Assembly, in reply to the Address which they have presented to him this morning, that no correspondence has taken place with the Colonial Secretary during the years 1841 and 1842, on the subject of the appointment of an engineer, to inspect, report on, or superintend the construction of the St. Lawrence Canal, specially; but that a correspondence has taken place on the subject of the appointment of an engineer officer as commissioner, on the part of Her Majesty's Government, to superintend the execution of all the public works about to be undertaken by the province with the funds to be raised upon the guarantee of the Imperial Parliament.

His Excellency feels some scruple as to the propriety of communicating this correspondence to the House of Assembly without the permission of the Secretary of State; but being desirous of furnishing the fullest information to the house, his Excellency lays before them herewith extracts of the correspondence which has taken place upon the subject, trusting that the Secretary of State will, upon being informed of the occasion, sanction the course he has adopted.

Government House, Kingston,  
30 September 1842.

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EXTRACTS from CORRESPONDENCE between Her Majesty's Secretary of State for the Colonies and his Excellency the Governor-general, respecting the Appointment of an Engineer Officer, as a Commissioner on the part of Her Majesty's Government, to superintend the Public Works about to be undertaken with the Funds to be raised under the Guarantee of the Imperial Parliament.

EXTRACT from a DESPATCH from Lord *Stanley* to Sir *Charles Bagot*, dated 2 April 1842.

It can hardly be doubted that works so extensive, and calculated to produce such important results, ought to be superintended by the best professional assistance which it is possible to obtain. Her Majesty's Government entertain no doubt of the anxious desire of the Canadian Board of Works to discharge with fidelity the arduous duties which will devolve upon them; but I can as little doubt the anxiety which they must feel to have associated with them in such a trust the best professional assistance which it is in the power of the mother country to furnish.

It is therefore my intention, in anticipation of the acquiescence, which I cannot for a moment doubt, of the colonial legislature in the general arrangements suggested by Her Majesty's Government, to send over an officer of engineers, whom, as Her Majesty's Commissioner, I trust the legislature will have no difficulty in associating with the Board of Works, in the superintendence of the works to be undertaken, and whose experience may probably enable the undertakings to be conducted with the efficiency and economy which must be alike the interest of the colony and of this country.

EXTRACT



## PUBLIC WORKS (CANADA).

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EXTRACT from DESPATCH from his Excellency Sir *Charles Bagot* to Lord *Stanley*,  
dated 28 April 1842.

I THINK it necessary to make some remarks on the appointment of an engineer officer as Commissioner, on the part of Her Majesty's Government, to superintend the execution of the works.

Of course, as Her Majesty's Government provide the funds with which the public works are to be conducted, it is but reasonable that they should have a share in the management of it, if so desired. To such an appointment Mr. Killaly would not, I am sure, object; but it would be highly desirable that the person to be selected should be a civil and not a military engineer. The rules of the military service render officers of the Royal Engineers responsible to their own immediate superiors, and to no one else; they correspond only through them, and receive their instructions in the same course. Where employed on civil works, this system inevitably produces delay and confusion, and not infrequently collisions of authority. In every instance, I believe, in which civil and military engineers have been placed on the same works in this province, and the instances are not infrequent, these inconveniences have arisen. If, however, your Lordship would select a civil engineer to co-operate with the Board of Works as Her Majesty's Commissioner, I do not apprehend that any difficulty need exist—none, I am sure, would be made by Mr. Killaly; but I apprehend that the legislature would view with some dislike the appointment of a military man, the rules of whose profession, as they know from experience, would prevent them from requiring from him that full information which they would at once obtain from a civilian.

EXTRACT from DESPATCH from Lord *Stanley* to his Excellency Sir *Charles Bagot*,  
dated 2d July 1842.

In your despatch of the 28th of April you advert to the necessity of appointing an engineer officer, as Commissioner on the part of Her Majesty's Government, to superintend the execution of the works which may be undertaken, and point out the reasons which induce you to prefer a civil to a military engineer.

On this subject I have only to observe, that if provision be made by the legislature for the payment of such an officer (which I agree with you would be very desirable), Her Majesty's Government would have no preference for a military over a civil engineer, nor any wish on the subject but to procure the services of the most competent person who could be engaged for this purpose.

— No. 4. —

COMPARATIVE STATEMENT of the ROUTES proposed by different Engineers, for a STEAM-BOAT CANAL between Lake St. Francis and Lake St. Louis, on the same Scale as the St. Lawrence Canal in *Upper Canada*; viz. Canal, 100 Feet at Bottom, 140 Feet at Surface, and 10 Feet Deep.—Locks, 200 Feet long in the Chamber, 55 Feet wide, and 9 Feet of Water in the Mitre Sills.

1st.—Routes proposed on the NORTH Side of the River.

TABLE showing the Result of Mr. Mills's Survey of Three Routes, to unite Lakes St. Francis and St. Louis, one by the River and two Inland.

DIVISIONS.	Length of Natural Navigation.	Length of Artificial Navigation.	Number of Locks.	Lockage.	REMARKS.	
	Miles.	Miles.		Feet.	Cost, estimated by Mr. Mills in 1833.	£.
Route No. 1.—On River Route: Mr. Mills divides this route into five sections, in the following manner: Sec. No. 1.—Canal past Coteau Rapid, from M'Donell's Point to Point Fa Le Chival, below the fort Sec. No. 2.—From the Fort to the Cedars Sec. No. 3.—Canal at Cedar Rapids, from the village to Pointe à Moulin Sec. No. 4.—From Pointe à Moulin to Pointe au Coulogne Sec. No. 5.—Canal from Pointe au Coulogne to Lake St. Louis Total distance, 14 miles 54 chains. Total fall, 82, 50 feet.	- 6 00 - - - - - - 1 64 - - -	2 68 - 1 57 - 2 25	2 - 4 - 3	0 17 - 30 81 - 25 22	69,210 - 80,176 - 86,396	1st Lock, 7 feet, 2d lock, 10 feet lift. Proposed works will destroy the fort, and prevent Military Canal. Banks low and favourable. Dam at Mouth of River à Delisle, 350 feet long and 11 feet high. (Amount, according to Colonel Phillpott's estimate, 136,260 l.) The fall in this distance is 7.63 feet, channel varying from 12 to 35. The velocity of the current at Pointe au Diable, for 45.2 feet, is 6 $\frac{1}{2}$ miles per hour; for 1,286 feet, five miles per hour. 1st Lock, 8 feet; two combined, 6,405 feet each; 4th, 10 feet lift. (Amount, according to Colonel Phillpott's estimate, 150,810 l.) Fall in this distance, 1.84 feet. Current from two to three miles per hour. Channel deep, from 10 to 35 feet. Consists chiefly of river embankment. 1st lock, 7 feet; 2d, 8-22 feet; 3d, 10 feet lift. Rock cutting at Cascades Point. (Amount, according to Colonel Phillpott's estimate, 158,862 l.)
Route No. 2.—Inland, beginning and terminating at the same Points as Route No. 1 -	7 64	6 70	9	73 03	235,782	The damages (which are not embraced in these estimates) would be less by this Route than by either of the two following; and by purchasing Pointe au Moulin and Cascades Pointe no bridges would be required. (Amount, according to Colonel Phillpott's estimate, 445,932 l.) This Route runs parallel with the bank of the River, and about half a mile from it, and would require two aqueducts and six bridges.
Route No. 3.—Inland, Coteau to Ste. Ann's; Sec. No. 1.—Coteau to Lake of the Two Mountains at Vaudreuil Sec. No. 2.—Vaudreuil to Sainte Ann's Sec. No. 3.—Canal at Sainte Ann's Total distance, 17 miles, 61 chains. Total fall, 81, 45 feet.	- 3 53 - - - 8 53	13 40 - 0 48 14 8	10 - 1 11	78 32 - 3 13 81 45	402,164 - 40,599 442,763	This Route begins at M'Donald's Point; is common with Routes Nos. 1 & 2, as far as River Rouge; thence proceeds in a straight line to Vaudreuil. Two aqueducts and six bridges are required on this part. Cutting averages about 17 feet. Soil chiefly clay. Some dredging required. Estimated in Sec. No. 1. Canal required to be only 50 feet at bottom and 70 feet surface. Excavation chiefly rock.

Note.—Mr. Mills says it is generally agreed that the St. Lawrence is open two or three weeks earlier in spring and later in fall than the Ottawa, the St. Lawrence passing through a more southern latitude; and that these two or three weeks in spring and fall are the most important in the whole year; he therefore, on every account, gives a decided preference to Route No. 1, or River Route.



2d.—Routes proposed on the South Side of the River.  
TABLE showing the Result of Mr. Baird's and Mr. Stevenson's Survey of Two Routes through the Seignory of Beauharnois, to unite Lakes St. Francis and St. Louis.

DIVISIONS.					REMARKS.		
Length of Natural Navigation.	Length of Artificial Navigation.	Number of Locks.	Lockage.	Estimated Cost. (Currency.)			
M. chs.	M. chs.		Feet.	£.			
2 40	11 69	{ 8 lift 1 guard }	83 32	224,441	{ This Route runs about three quarters of a mile from the River, and nearly parallel with it, thus heading all the small streams and gullies clay cutting. Three bridges required. Aqueducts required over the Petite Riviere, Marcheterre, and the River St. Pierre. Route otherwise favourable, as any required depth of cutting may be selected. This estimate includes the purchase of 436 acres of land (valued at 4,360 £.), and every other expense. Mr. S. proposes locks 110 chs. x 23 wide x 7 feet water. This Route would then cost 137,768 £.		
3 60	15 60	9	82 00	194,800	{ Canal forming junction nine miles long, averaging nine feet cutting. Six miles navigation by the River St. Louis rendered navigable by three dams. Beauharnois Bay recommended as a very good harbour, having 10 feet water, 125 feet from shore. Mr. Baird considers the scale too large; that the locks would be unmanageable. He proposes as a better-proportioned Canal, locks 134 chs. x 33 wide, x 8 feet water, which would cost, by this Route, 136,900 £., including every expense. He thinks Mr. Mills's River Route would create steam-boat monopolies, as only large and powerful steamers could ply on it.		

MR. STEVENSON'S:			MR. BAIRD'S:		
Whole distance	-	-	M. chs.	M. chs.	
			14 29	19 40	
Whole fall	-	-	Feet.	Feet.	
			83 32	82 00	

ABSTRACT FROM THE FOREGOING STATEMENT.

PROPOSED ROUTES.	Length of Natural Navigation.	Length of Artificial Navigation.	Total.	Number of Locks.	Lockage.	Estimated Cost. (Currency.)
	M. chs.	M. chs.	M. chs.		Feet.	£.
North side—Mr. Mills's River Route, Route No. 1	-	6 70	14 54	9	73 03	235,782
Ditto - ditto - Inland Route, No. 2	-	3 53	14 52	10	82 50	324,943
Ditto - ditto - Inland Route to Vandreuil, No. 3	-	3 53	17 61	11	81 45	442,763
South Side—Mr. Stevenson's Route	-	2 40	14 29	9	83 32	224,441
Ditto - Mr. Baird's Junction Route	-	3 60	19 40	9	82 00	194,800

The foregoing summary of the various Reports, made upon the projected improvements of the River St. Lawrence, between Lake St. Francis and Lake St. Louis, was drawn up by the undersigned in March 1841.

Office of the Board of Works, Kingston, }  
1st October 1842.

Samuel Keefer,  
Engineer, Board of Works.

— No. 5. —

REPORT on the several ROUTES proposed for a Canal through the Seignior of Beauharnois, to connect Lakes St. Francis and St. Louis, by *Samuel Keefer*, Civil Engineer.

Sir,

West Hawkesbury, 17 February 1842.

ON the 26th and 29th ultimo I made an examination of the routes proposed by Mr. Baird and Mr. Stevenson for a canal through the Seignior of Beauharnois, to unite the waters of Lake St. Francis and Lake St. Louis; and particularly of the south channel of the river, in order to see if the idea which had been suggested, of making one or more dams on that channel, for the purpose of making it navigable to the lower end of Grand Isle, was one that could be carried out.

I took with me the reports and estimates made by those gentlemen, and Mr. H. G. Thompson's report on his survey of the south channel.

With reference to damming the river: I find but one dam at the lower end of the island would raise the water 23 feet, and flood a great extent of cultivated land on the main shore; and the houses being built all along the bank of the river, which varies from 4 to 12 feet above the surface of the water, the thing is therefore impracticable.

But again, in order to pass in rear of the village of St. Timothy, (we cannot go in front), the full height of the level of Lake St. Francis must be maintained, or nearly so; consequently we cannot resort to two or more dams. All, therefore, that can be done in the way of availing ourselves of this channel will be to dam it somewhere about the great bend, a little above the river Marcheterre, where there is a shoal and high banks on each side; the fall from the lake to that place being about 6 feet, and the back water would therefore do but little damage to the land and property on the shores above it. For this small advantage, however, I would consider it unwise to incur the risk of making a dam, which, do the best we could, might be subject to some unforeseen disaster that would destroy the navigation, particularly if evil-disposed persons, or an enemy in time of war, should endeavour to do so.

There is still another reason against a dam: by Mr. Thompson's survey it appears that even now there are gravelly shoals at the entrance of this channel, formed, undoubtedly, by the action of the westerly winds. It is quite evident, therefore, if the current at the head were checked by a dam, the formation of shoals would go on more rapidly. I have, for these reasons, therefore, abandoned the idea of a dam.

The inland route, by the River St. Louis, and coming out at Beauharnois village, is recommended by Mr. Baird, solely on the score of cheapness. His estimate for that route is 194,800*l.*, and the estimate of Stevenson is 224,444*l.*, making a difference in his favour of 29,644*l.* But by his route the distance is 15  $\frac{3}{4}$  miles, and that by Stevenson's 11  $\frac{3}{4}$ , making a difference of 4 miles in favour of the latter.

A careful examination of the estimates has convinced me, that in respect to cost, Stevenson's route is the cheapest.

Mr. Baird enters all his rock excavations at 3*s.* per yard, and in Stevenson's estimate (approved by Mr. Baird) this item is set down at 10*s.*; and for rock under water surface, 15*s.* a yard. (See the estimates.)

Upon the whole, I think the line run out by Mr. Stevenson a very judicious one, and one which I think the nature of the country points out. Mr. Baird, too, has given his full assent to Stevenson's report, and, as I said before, only recommends the inland route on the score of economy.

There are two reasons more that may be advanced against the route by the River St. Louis:—

1st. Drowning lands, by raising the dam at the saw mill, as Mr. B. proposes, 3 feet. I am informed that the present dam causes serious floods every spring, which injure the lands; and to raise it 3 feet more might drown and destroy so much land as to make this a very serious objection to the inland project.

2d. The Locks at Beauharnois, if not combined, must be placed very close together, which, on so great and important a thoroughfare as this canal will be, should be avoided.

The locks on Stevenson's route can be disposed at convenient distances, by descending the hill more gradually.

The best route to unite the waters of these two lakes has long been a subject of consideration with me. You are aware that I assisted Mr. Mills in the survey of the three routes on the north side, and should therefore have a perfect knowledge of them; and I have now no hesitation in expressing the opinion, that Mr. Stevenson's route, or one corresponding with it very nearly, will be found not only the cheapest but the best in every respect. Generally, throughout this line, we shall have such command of the ground as to lay the canal so that the excavation shall just make the banks. The line is continuous, and away from the river, free from the disturbing causes of ice and high water, and is perfectly under command.

I would wish to see a more particular survey made of the mouth of this channel than that of Mr. Thompson's, which was made in very unfavourable weather. The position and extent of all the shoals should be accurately ascertained, in order to see if there is any impediment existing here to the adoption of this route; but I do not think that any other surveys are required, and nothing more, in my opinion, need be done until the work is to be laid out, when much skill will be required to determine the line of minimum expense. It would also be necessary to examine the quarry at St. Timothy, to see if the stone will do for the locks, and to search the country for other quarries, if this will not answer.

Respectfully submitted, &amp;c.

(signed) *Samuel Keefer*.

The Hon. H. H. Killaly,  
Chairman of the Board of Works.



REPORT of the Survey of a Route for an Inland Canal for Steam-boats, to communicate between the Lakes *St. Louis* and *St. François*, through the First Concession of *Beauharnois*, together with Plans, Sections, and Estimate of the probable Cost of effecting the same, on the Scale of 100 feet wide at bottom, with 10 feet depth of water; the Locks to be 200 feet long, by 55 feet in breadth, and to have 9 feet Water on the Mitre Sill.

Sir,  
In obedience to your commands, I have examined very minutely the coast of Lake *St. Louis*, from the harbour at *Beauharnois Village* up to the foot of the rapids of the *Cataroqui*, or *St. Lawrence*, a distance of about two miles, and found more than sufficient water for any vessels plying on the *St. Lawrence*, with a clear coast and smooth bottom; and near the foot of these rapids I found a little cove, at *A.* on the plan accompanying this Report, at the landing-place of one *Couvillon*, offering the most convenient spot wherein to construct the entrance to a canal of the above description.

I next went to Lake *St. François*, and from a distance out into the lake I sounded the channel downwards to half a mile below the upper end of the *Grande Isle*, and there, finding the water to become too shallow for the purposes required, I landed in a little cove, at *Le Bœuf's farm*, next above *M<sup>r</sup>Pherson's Point*, where the bank is low, and 10 feet of water is found at 150 feet from the shore.

At the point *B.* (on the plan) I commenced taking a level inland, to pass all the rapids in one continuous line, and far enough back to avoid all the principal ravines, with which the banks near the river abound very much; and having continued the level downwards to the point *A.*, at *Couvillon's landing*, I found the difference to be 83 feet and  $\frac{3}{100}$ , and the distance 11 miles and 69 chains, passing through cultivated fields in the greater part of the way, crossing over a small river at *C.*, called *Petite Riviere Marcheterre*, and another at *D.*, called *River St. Pierre*, over each of which an aqueduct would require to be constructed: that at *C.* would not be either extensive or costly, but that at *D.* would be both, and form a considerable item in the total probable cost.

The first mile on this route (as almost always is the case) would be the deepest cutting, but the deepest part of that would not amount to 17 feet: it is a tufa soil, somewhat rocky, but there is no bed of rock in it; but still it must be called hard cutting. The 2d, 3d, 4th, 5th, and nearly all the 6th, would be of the easiest excavation possible, no where exceeding four or five feet in depth, and being just enough to form the necessary embankments, which constitutes level cutting, as shown upon the transversal section No. 2. There next succeeds one mile and three-quarters of primitive soil, rather stony, but without any bed of rock in it,—but from the nature of the soil, and its loose texture, it cannot be ranked with the most difficult, especially as there would not be any deep cutting in that distance, which will appear by examining the section No. 1.

This piece of hard cutting is opposite *St. Timothy Church*, and the new mill, and requires a lock to be located there at station 120.

The remaining three miles and a quarter, to arrive at station 144, the uppermost of the seven lifts, is oblique cutting, being in the side of a clay hill the whole way, and consequently the very easiest excavation possible; as shown upon the transversal section No. 3. In order to give a more perfect idea of the depths of cutting required from station 144 to station 150, a distance of 1,166 yards, and comprehending the space allotted to the seven locks, I have laid that down on a natural scale, in section No. 4, showing the location of each lock, and have marked the quality of the soil under each reach and lock, by which it will be seen that from station 144 there is a distance of 693 yards, consisting of clay soil, and 473 yards of hard grit rock, besides about 40 yards of rock under water, to be excavated for the entrance.

The whole of this route, taken together, therefore, forms perhaps one of the most advantageous that can be imagined; the excavation is comparatively easy, and the greater part extremely so; no embankments required but what may be made up by the proceeds of the excavation of the side ditches; several culverts will be required of about 100 yards long each, but as the water courses are not large, those culverts would not require to be very wide: the line surveyed crosses three public roads, over which substantial draw or swing bridges would have to be erected, but private ones (of which there would be required one at every half mile, at least,) might be made less substantial; I should recommend turning bridges, however, in the first case, both on account of the great breadth of the canal, as well as its being required for steam-boat navigation; but, for the reason above stated, I think it would be better to dispense with the service bridges altogether, and allow the farmers to make recesses in the banks of the canal, and keep small scows there for crossing in whenever they may require it. The breadth of land required for this canal will be an object of some consideration; for it will occupy 300 feet in breadth for the canal, its banks, tow-paths, side-ditches, and a road upon each side. Much may depend upon legislative enactment, but if the regulating the price of land be left to arbitrators, it is impossible to give more than a mere guess at what the cost may be; but the total quantity of land required to be occupied for this purpose will be 436 acres. There is a lime-stone quarry, near the location of the lock at *St. Timothy*, which may greatly facilitate the construction at that place: the lime produced at this quarry is of good quality; but, from the quarries not having been explored to any great extent, it is not known whether it will produce good building stone or not. The seven locks at the entrance, however, being so near the Lake *St. Louis*, the building stone for them may be brought from the very best quarries in the district, at comparatively small expense, by water; while the best of lime, sand, rubble stone, &c. may be had in the immediate neighbourhood of the works.

ESTIMATE:

										£.	s.	d.
Section of first mile	-	-	-	-	-	-	-	274,560 yards,	a' 1s.	13,728	-	-
2d	-	4 $\frac{3}{4}$ miles	-	-	-	-	-	481,530	" a' 6d.	12,038	8	-
3d	-	1 $\frac{3}{4}$ ditto to 7 $\frac{1}{2}$	-	-	-	-	-	221,760	" a' 2s.	22,176	-	-
4th	-	3 $\frac{3}{4}$ ditto 16 chs.	-	-	-	-	-	429,792	" a' 6d.	10,744	16	-

(continued)

												£.	s.	d.
Upper locks, Nos. 6, and 7, and 5	-	-	-	-	99,792	„	a'	8d.				3,326	8	-
Extra in lock No. 5, 10 feet rock	-	-	-	-	5,785	„	a'	10s.				2,592	10	-
Lock No. 4 -	-	-	-	-	5,185	„	a'	10s.				2,592	10	-
Reach between No. 4 and 3	-	-	-	-	5,120	„	a'	9s.				2,254	-	-
Lock No. 3 -	-	-	-	-	5,185	„	a'	10s.				2,592	10	-
Reach between No. 2 and 3	-	-	-	-	1,270	„	a'	9s.				571	10	-
Lock No. 2 -	-	-	-	-	6,222	„	a'	10s.				3,111	-	-
Lock No. 1 to water edge	-	-	-	-	11,666	„	a'	10s.				5,833	-	-
Under water for entrance	-	-	-	-	1,426	„	a'	15s.				2,527	10	-
Head entrance of canal ditto	-	-	-	-	1,944	„	a'	15s.						
24 miles side ditches, a' 20 l. per mile	-	-	-	-	-	-	-	-				480	-	-
Total for Excavation - - - - £.												84,568	2	-
Masonry of all the locks, including the guard-lock, and comprehending side-walls, piers, centreforts, wing-walls, breastwork, and inverted arches—61,949 cubic yards, a' 25 s. - - - - -												77,436	5	-
Aqueduct over River Ste. Pierre - - - - -												6,000	-	-
Ditto - - Marchenterre - - - - -												2,500	-	-
6 stone workwaste weirs, a' 1,000 l. each - - - - -												6,000	-	-
3 large culverts, 300 yards, 5 feet diameter, a' 40 s. per yard - - - - -												600	-	-
3 small ditto, 300 yards, 2 feet „ a' 7 s. per yard - - - - -												105	-	-
7 pairs of gates, for 8 locks, a guard lock, a' 850 l. - - - - -												5,950	-	-
3 turning bridges, 1,000 l. each - - - - -												3,000	-	-
436 acres of land, at 10 l. per acre - - - - -												4,360	-	-
2 dwelling-houses for lock-keepers - - - - -												400	-	-
Engineer, assistant-engineer, clerk of works, overseers of works, &c. &c. - - - - -												4,250	-	-
Contingencies, a' 15 per cent. on 195,169 l. 7 s. - - - - -												195,169	7	-
												29,275	8	-
												£.	224,444	15 -

RECAPITULATION:

												£.	s.	d.
Total excavation, comprehending lock pits and side ditches	-	-	-	-	-	-	-	-	-	-	-	84,568	2	-
Masonry in all the eight locks	-	-	-	-	-	-	-	-	-	-	-	77,436	5	-
Aqueducts	-	-	-	-	-	-	-	-	-	-	-	8,500	-	-
Waste weirs	-	-	-	-	-	-	-	-	-	-	-	6,000	-	-
Culverts	-	-	-	-	-	-	-	-	-	-	-	705	-	-
Lock gates	-	-	-	-	-	-	-	-	-	-	-	5,950	-	-
Bridges	-	-	-	-	-	-	-	-	-	-	-	3,000	-	-
Purchase of land	-	-	-	-	-	-	-	-	-	-	-	4,360	-	-
Dwelling-houses for lock-keepers	-	-	-	-	-	-	-	-	-	-	-	400	-	-
Superintendence, &c.	-	-	-	-	-	-	-	-	-	-	-	4,250	-	-
Contingencies	-	-	-	-	-	-	-	-	-	-	-	29,275	8	-
												£.	224,444	15 -

The immense breadth of this canal, as it is proposed to be constructed, and the great disproportion between the breadth of the several reaches, and the length and breadth of the locks, added to the unnecessary depth of water mentioned, together with the consequences attendant thereon, form the principal reason for the estimate of the probable cost being so high; for were it a canal of more just proportion in all its parts, and the depth of the water such only as in all probability might be required for the commercial intercourse between the two Provinces, the estimate might be reduced at least two-fifths. The favourableness of the route, and the easiness of the excavation generally, warrant this assertion; and I feel confident that, if the canal (or any canal) be constructed upon the proposed scale, the country, and all concerned, will find great disappointment, as far as regards revenue from it, and almost as much obstruction as facility in the communication.

The map accompanying this Report, and sections, shows both sides of the River Cataroqui or St. Lawrence, on the north-west side of which is laid down the route of a survey for a canal, made last year by Mr. Mills, as well as that made this present year on the south-east side, through the seignior of Beauharnois, by myself, and to which I would now beg leave to refer you for the more perfect understanding of this Report. The distance on the S. E. side is nearly as short as on the other, and possesses this particular advantage over it, that the excavation is much easier,—will cost considerably less in the first instance,—is continuous throughout from one lake to the other, and therefore not liable to such interruptions as will, and must necessarily, be incident to the navigation of the other, from there being one break of about five miles, and other interruptions in other parts of the whole distance there, which, besides the inconveniency, risk of property, and danger of life, from being exposed to tremendous rapids in case of the slightest accident, must occasion stoppages from the times and periods and different modes of being propelled, and perhaps transhipments also, which cannot be the case upon a continuous canal. I have taken every pains in fixing the prices in the above estimate, and I feel quite confident that, were it thought proper to have the canal constructed on the route here mentioned, there is not an item in that estimate, but contractors



contractors may be found to execute the work for, and in some cases probably for less than what is mentioned.

But in consequence of the great diversity of opinion that exists on the subject of the dimensions necessary for a canal and its locks to have, in order to produce the most beneficial effects for the least outlay; in the first instance, after having examined the best French as well as English authorities thereon, and taking into consideration the dimensions of those canals already constructed in Upper and Lower Canada, particularly those of Chambly, Lachine, Rideau, Greenville, Carrillon, and that of the Welland; and also seeing that an engineer, said to be one of the first class of the United States, has lately (when called upon for his opinion as to the dimensions proper for a canal to connect the waters of Lake Ontario with those of the Hudson, through the state of New York) given it as his opinion, that the canal now constructing in Upper Canada, by which to pass the rapids of the Long Sault, &c., as well as that recommended by himself to communicate between the Lakes Saint Louis and Saint François, in the Lower Province, are mere experiments, at least from his statement such a conclusion is quite natural; and as if to counteract all the beneficial effects of works of such large dimensions to these Provinces, he has recommended a canal through the state of New York to draw off the business, which otherwise was intended to occupy those contemplated Canadian canals, to the New York market, through an immense tract of country, through and by means of a canal of half the dimensions of those recommended for Canada. His proposition, however, to his own countrymen, being found within the strictest rule of economy and propriety, and in conformity with the common rule in such cases, namely, that of adopting something similar in dimensions to what is already established to good effect as to revenue; and also such, as much as possible, as can supply the wants of commercial intercourse, and considering it better for all concerned to have two parallel canals of a moderate size, such as the Welland, Chambly, or Ottawa (those are among the largest class), provided the face of the country admits of their being constructed with facility, and at a comparatively small expense, rather than to lay out a great sum of money to construct a disproportioned canal, which from the unwieldiness of its moveable parts, the power required to manage it, and consequently the great loss of time in the transit from one level to another, by which almost as much obstruction as facility would be proved, and the costly experiment be found of but little effective good.

Seeing, I say, that all these things and circumstances concur to justify me in what I have already often had the honour of stating to yourself on the subject, I have taken the liberty of computing and drawing up another estimate of the expense of constructing a better, and for many and the most cogent reasons, by far the most efficient canal, to follow the same route, and to terminate at the same points, both ways, as the one of which we have been speaking above, for eight feet depth of water: locks to be 23 feet wide by 110 feet long within the chambers, and to have seven feet of water on the mitre sill; the distance being 11 miles and 69 chains, and the guard lock to be combined with a lift. This proposition, with respect to the dimensions of the locks, may be made to vary considerably as to the length and breadth of locks, without incurring much additional expense; the work being the same, the level, after the first mile and three quarters, is the same, consequently the depths and prices per yard are the same in corresponding sections; there would be required one more lock in this case than in the other; but even admitting that, it will be seen the expense bears but little proportion to the foregoing estimate:

ESTIMATE, for						£.	s.	d.
19,404 cubic yards excavations, first 1 1/2 miles	-	-	-	-	a' 1 s.	9,702	-	-
202,752 - - ditto - - next 4 - -	-	-	-	-	a' 6 d.	5,068	16	-
123,200 - - ditto - - next 1 1/2 - -	-	-	-	-	a' 2 s.	12,320	-	-
293,040 - - ditto - - next 3 1/2 - -	-	-	-	-	a' 6 d.	7,326	-	-
66,984 - - ditto - - upper locks, No. 7, 6, 5	-	-	-	-	a' 8 d.	2,032	16	-
2,444 - - ditto - - rock in lock No. 4	-	-	-	-	a' 10 s.	1,222	-	-
2,444 - - ditto - - - ditto No. 4	-	-	-	-	a' 10 s.	1,222	-	-
5,388 - - ditto - - rock in reach between No. 4 & 3	-	-	-	-	a' 10 s.	2,424	12	-
2,444 - - ditto - - - ditto lock No. 3	-	-	-	-	a' 10 s.	1,222	-	-
2,320 - - ditto - - - ditto between No. 2 & 3	-	-	-	-	a' 9 s.	1,044	-	-
2,933 - - ditto - - rock in lock No. 2	-	-	-	-	a' 10 s.	1,466	10	-
11,266 - - ditto - - in lock No. 1 to water edge	-	-	-	-	a' 10 s.	5,633	-	-
977 - - ditto - - under water for entrances	-	-	-	-	a' 15 s.	732	15	-
1,466 - - ditto - - - ditto at canal head	-	-	-	-	a' 15 s.	1,099	10	-
24 miles side ditches - - - - - at 20 l. per mile	-	-	-	-	-	480	-	-
TOTAL for Excavation - - - £.						52,995	19	-
Masonry of nine locks, including the guard lock, and comprehending side walls, piers, centre-forts, breast-work, and inverted arches; 32,023 cubic yards, a' 25 s. per yard						40,028	15	-
Aqueduct over the River St. Pierre						5,000	-	-
Ditto over Petite Riviere Marcheterre						2,500	-	-
6 stonework waste wiers, a' 800 l. each						4,800	-	-
3 great culverts, 240 yards, a' 2 l. per yard						480	-	-
3 small ditto 240 yards, a' 7 s. per yard						84	-	-
8 pairs of gates for nine locks, and regulating gate						4,000	-	-
3 swing or draw-bridges, a' 800 l. each						2,400	-	-
266 acres of land, at 10 l. per acre						2,660	-	-
3 dwelling-houses for lock-keepers, a' 200 l. each						600	-	-
Superintendent of engineer, assistant, clerk of works, &c.						4,250	-	-
Contingency on 119,798 l. 14 s., a' 15 per cent.						17,969	16	1
TOTAL Probable Cost - - - £.						137,768	16	1

The scale here proposed, although so much smaller than the one before treated of, is still what is called the largest class of canals; it can be varied, however, in the dimensions of the locks considerably, without any material augmentation of the cost. As to the question of how far it will answer the purposes of the probable transport between the two Provinces, for a long time to come at least, and of its lucrativeness, there can hardly a doubt be entertained on either of these subjects. To be convinced that it will answer all the purposes of transport, we have only to compare it with the Welland Canal, the dimensions of the locks of which are the same, but the depth of water less; yet schooners, and other sailing craft, go through it with their lading, to sail upon either of the lakes. The Lachine Canal (and the business of the Ottawa, as well as that of the Cataroqui or St. Lawrence, are both done upon it, without there appearing to be any necessity for a larger), has locks of the same dimensions, except this proposed has three feet more in breadth, and three feet more of depth of water. The Rideau Canal, upon which steam-boats are constantly plying in the proper season, has somewhat larger locks, but not so great depth of water. The Chambly Canal is not very different in the dimensions of its locks, but it also has less depth of water. Canaling experience in the United States recommends such dimensions to be the most effective, and the experience of Europe shows plainly that there is a manageable limit in such cases, beyond which it would be a waste of means to go, when the object in view can be so fully attained at so much less of an outlay. It will be admitted, then, that the proposed dimensions, with perhaps little variation, are capable of obtaining all the commercial intercourse required; and from the peculiar nature of its local situation, a canal on either side could have but little more than the ascending trade to sustain; which, not being the case with the Lachine Canal, it cannot be adduced in proof against the general principles here laid down, which, having shown to be correct, the consequences follow, as a matter of course, as to the return to be expected from it; for the cost of the present transport from Lake St. Louis to Lake St. François, amounts to more than the interest of the sum required to construct the above canal; and if the Lachine Canal, with its locks of less dimensions, and with three feet less depth of water, be sufficient for the business both of the Ottawa and Cataroqui or St. Lawrence, and also an increase of it to tenfold (which it is easy to demonstrate it to be capable of), then, I say, the one herein proposed is surely of sufficiently large dimensions for the business of the Cataroqui or St. Lawrence alone, for a long time to come; and in all probability there would never be any other required; and it is as certainly preferable to the one proposed on the N. W. side of river, for reasons already stated, both as it regards safety as well as expedition.

To Lawrence G. Brown, Esq.  
Montreal, 10 February 1835.

I have, &c.  
(signed) *Alexander Stevenson,*  
Civil Engineer.

— No. 7. —

27 February 1835.

REPORT on the Practicability of Constructing a CANAL to connect Lakes *St. Louis* and *St. Francis*, to avoid the Rapids of the *St. Lawrence*, from the Cascades upwards; from an Inspection made in the Winter of 1834 and 1835.—By *N. H. Baird*, Civil Engineer, Montreal.

Sir,

IN compliance with your instructions, communicated to me verbally in October last, to examine the country between Lakes St. Louis and St. Francis, through the seigniory of Beauharnois; with the view of ascertaining the practicability of constructing a canal of communication between those two lakes, to avoid or overcome the succession of rapids from the Cascades upwards, and that on a scale commensurate with the one now pursuing by the Upper Province, as also on a scale of more proportionate dimensions with the present and prospective trade, and with a view to the general interests of the country: I proceeded on the 4th day November last (being prevented from prior engagement devoting earlier attention to the subject), to Beauharnois, and with the assistance of Mr. Stevenson, D. P. Surveyor, who had formerly traced the ground, commenced my operations, the result of which I have now the honour to submit to your consideration.

Bearing in mind the direct object of the communication, the first duty became the ascertaining the most eligible points of departure from both lakes for the depth of water required, viz. nine feet on the mitre sills, with a due regard to the distance between such points; these requisites I found to exist at the point covering Beauharnois Bay, marked P. on the plan, and also that at A., two miles above Beauharnois village; and in Lake St. Francis, at or near the commencement of the south branch of the St. Lawrence, at B. and H. respectively; the former having been fixed on by Mr. Stevenson on his survey of the inland route A. B., as the most eligible, and in which I perfectly coincide with him, the exception of leaving at H. in place of B., as laid down on the accompanying plan, and on which he has drawn up a minute and detailed report and estimate, which were submitted to me previous to being closed; and after several necessary alterations in the quantities, and in some instances an increase of price, is submitted herewith for your information.

The descriptive portion of that Report, I may safely state, is by no means too highly coloured; on the contrary, for certainly in all the course of my experience in practical engineering, I never traced a more eligible line for the same distance, the formation, quality, with little exception, and direction, being everything that could be wished; if there is a fault, I should say the excavation takes, probably, too slight a hold of the ground, thereby throwing more in embankment than the dimensions of the canal, and nature of our severe and trying climate to such works would warrant, but this may be readily rectified by a regulating lock at the upper extremity of the cut; and as regards the prices offered to the estimate, I consider them on an average fair, and what I feel convinced the work will be done for. This line, as shown on the plan, measures 12 miles, descending 83 feet, 34 by 9 locks, and estimated at 224,444 *l.* 15*s.* currency, and may be completed in three years; that is, three summers and four winters, commencing at the fall or beginning of winter.

There is also attached, an estimate for a ship canal, corresponding with the dimensions of the Welland Canal, estimated at 137,768 *l.* 10*s.* 1*d.*, but to which I consider may be added 13,776 *l.* 17*s.*, making the amount 151,545 *l.* 7*s.* 1*d.*

The



The nature and locality of the ground being so minutely described by Mr. Stevenson, I consider it quite unnecessary to swell this Report by a recapitulation; and will now proceed to state the result of my subsequent investigation, in compliance with the spirit of your instructions, viz. :

“To ascertain whether the line now described is the best possible line of communication for the object in view, or whether, by a minute investigation of the country lying between the St. Lawrence and the St. Louis rivers, a more eligible and less expensive might not be found.”

I accordingly proceeded on this service (Mr. Stephenson having retired to complete the section of the former line), and traced the River St. Louis, from its confluence with the Lake St. Louis in Beauharnois Bay, to its source, the country across from thence to Hungry Bay, and the intervening space, and ultimately fixed on the (dotted) line taking its departure from the Bay, below the former line at H., as being a probable line to connect the communication by way of the River St. Louis. The comparativements of each will appear in their respective estimates and advantages.

The favourable nature of the banks of the River St. Louis suggested the idea of its being made available, at a comparatively small expense, on the principle of damming (which has been pursued with so much success on the Rideau), and which a minute examination thereof demonstrated to be feasible, to a certain extent, or as far as the character of the river supports the plan in its high banks, and which happens not to extend far beyond the point at which the line of junction from the St. Lawrence falls in, at or near the domain line, as above that point the banks assume tamer characters.

When first I laid off this line, it was my intention to have taken my departure from La Fleuris, marked I. on the plan, which would have materially shortened the excavation, but, on making up the calculation, found the expense of lockage across Chival Rouge Pointes on the St. Lawrence, to be more than double that of a continued line of excavation, which caused me immediately to abandon the idea of leaving the River at La Fleuris, and assume that at H., or at Autoine Le Duc's.

By this route I propose to carry the navigation down the River St. Louis to the lake below, at the Beauharnois Point, by a cut across (chiefly unconceded lands) of only nine miles, to River St. Louis, averaging nine feet deep of excavation, with three locks thereon, as shown on the plan and section accompanying, and thence following the course of the River St. Louis to the saw mill  $2\frac{1}{8}$  miles, the water being raised permanently three feet by a dam 16 feet in height by 250 feet in length, at said place, with a lock of eight feet descent, with some excavation from the bed of the river below of about 200 yards in length; thence along the river  $1\frac{1}{8}$  miles to point E. on plan and section, the water being raised sufficiently at said point, to throw back-water into No. 4 lock at the saw mill, by the construction of a dam by 14 feet in height and 190 feet in length, and thence with a lock of four feet descent; thence along a beautiful stretch and sheet of water, to be raised by a small dam at Beauharnois, cutting a few and passing over several of the streams river, the elbows being generally low meadow land, which brings the navigation to the present mill-dam at Beauharnois, in a distance of  $3\frac{5}{8}$  miles, on or immediately above which site I propose the construction of the above-mentioned dam across the mouth of the River St. Louis, at G., for which an excellent foundation, on a smooth hard grit rock presents itself, with banks in every way suited for the construction of such a work, being about 25 feet in height; and from hence the line terminates in the navigable water in Lake St. Louis, in Beauharnois Bay, sheltered from every wind that blows by the projecting points and islands opposite, forming a most convenient entrance (having 10 feet water within 125 feet of the point), in the short distance of half a mile, and which I propose to descend by four locks of 11, 10, 12, and 10 feet respectively, with intermediate excavation, and an embankment on one side corresponding with the ridge on the point, making in all four, 10 feet water in the River St. Lawrence, at point H., to a similar depth at P., in Lake St. Louis;  $15\frac{3}{4}$  miles, at an expense of 194,800 *l.* 7 *s.* 11 *d.*; for locks,  $200 \times 55 \times 9$  feet water; and for ditto,  $134 \times 33 \times 8$  feet water, 136,900 *l.* 17 *s.* 10 *d.*; and in the recapitulation of constructures, thus:

By nine miles' excavation, averaging nine feet. Nine locks of 8, 11, 8, 8, 4, 11, 10, 12, and 10 feet lifts, with three dams, 16, 14, and 18 feet in height, by 250, 190, and 150 in length, and six miles by River St. Louis, with balance in locks, &c. &c.

In recommending this route to your consideration as the more advisable, I ought, properly speaking, to confine my observation entirely to the subject of practicability and expense, which, as per detailed estimate, would appear to be decidedly in favour, was I not aware of the circumstances which have led to such an expense being incurred by the interests you represent, in so far as pointing out the comparativements of the several lines of communication, to those in whose hands are entrusted the arrangement of the proposed improvements of the River St. Lawrence, and who have already gone to much expense in ascertaining the practicability of such a communication on the opposite shore of the St. Lawrence.

Then, first, as touching the matter of estimate, leaving expediency out of the question for the present:

North Shore :				£.	s.	d.
1. Route by the Lake of the Two Mountains, as estimated by Mr. Mills				442,762	19	11 $\frac{1}{2}$
2. Per inland route, along the bank of the River St. Lawrence,						
16 miles	-	-	-	324,943	11	5
3. Per river improvement line, 16 miles	-	-	-	235,782	3	2 $\frac{1}{2}$
On South Shore :						
1. Inland route along the 1st concession of Beauharnois	-	-		224,444	15	-
2. Communication, per River St. Lawrence	-	-	-	194,800	7	11

Those several estimates having been made up from similar premises, viz. for locks  $200 \times 55 \times 9$  feet water, the merits of each, so far as estimates go, can be appreciated. As to the practicability of the river route on the north shore, I can only form an opinion from the report of the engineer on the subject, and my own partial acquaintance with the route, in which, however, without any disparagement to the talents or ability of the individual, which, from the selections, must be beyond doubt, and from what I have seen of the river and its banks, I feel much disposed to think the undertaking would be hazardous, and attended at times with much inconvenience to the trade, and particularly

particularly from the apprehension of the velocity of the current in the spaces proposed to be navigated being much greater than expressed, and as appears at such variance with the velocities as expressed on the accompanying plan, ascertained from the laboured trigonometrical survey made under the direction of the Commissioners appointed for the improvements of the River St. Lawrence in 1830, and which seems to have been done at a season favourable to such work, and with much care and attention, and from which I caused the accompanying plan to be compiled, in order to show, geographically, the comparative merits of the several lines proposed; and the fact of such a line (that is, by way of the river improvements) being strictly confined to steam navigation, and that of the most powerful class of vessels, in consequence limiting the ascending, if not the whole trade, to be subject entirely to the monopoly of steam tow-boats' companies and their charges, to say nothing of the risk attendant on accidents on the verge of such terrific rapids; all which difficulties and inconveniences are avoided by a continuous line of navigation inland, whenever every class of vessels may pass along by the propelling or dragging power, as competition may render the most advisable, at all hours and seasons of open navigation, allowing every manner of craft, from the schooners and brigs navigating Lakes Huron, Erie, and Ontario, down to the smallest batteau, to participate in the general benefit, promote the interest of commerce in the more widely diffused opportunities of transportation, in place of being shackled by the monopoly which a river route must give to capital; in support of which I would instance the Forth and Clyde Canal in Scotland, connecting the Friths of Forth and Clyde, as well as the Caledonian Canal, but particularly the former, conveying sea-bound vessels with full cargoes, tracked through at as quick a rate as necessary, at a comparative trifle, diffusing over the very intervening and adjacent country the benefit of a national expenditure. It would, therefore, appear to me, that for the foregoing reasons the lines of communication, as now surveyed and estimated under your directions on the south shore, should not be brought in competition with a route entangling (if ever it is done) such inconvenience and disadvantages to the commerce of a country, but with the intermediate route on No 2, in the abstract, at an expense of 324,943 *l.* 11 *s.* 5 *d.* *c*<sup>7</sup>. the disparagement between which and either of the other estimates is sufficiently apparent, and speaks for itself.

Before closing this Report, I trust you may not consider it diverging from the object of my instructions, should I offer a few remarks on the scale of canal ordered by the Upper Canada Government, and the opinion of an engineer from the United States, a stranger to the motives and proper interests which ought to regulate the determination of the proper dimensions for a canal to connect the Atlantic with Lakes Ontario and Huron.

The great object must, of course, be to afford the greatest facility of communication at the least possible expense, with a due regard to the present and prospective interests of commerce, and the nature of craft likely to navigate such a communication with advantage and convenience to the public.

On the first, I should be disposed to think that the most practicable scale in execution and after-management, capable of passing the craft navigating the lakes above, with their cargoes, from numerous ports on these lakes, on both shores, embracing moderate-sized steamers, which experience on this river (I believe to the cost of enterprising individuals) fully establishes, should not be of the largest class, should determine the point of scale, and which has, in a great measure, regulated me in the dimensions of several works I have had the honour to estimate in these Provinces. In the proposed improvements of the Ottawa, by the back of the island of Montreal for the Home Government, and in the improvement of the River Trent, to connect the Bay of Quinte with lake Huron for the Upper Canada government, and which latter is now under consideration, locks 134 feet long  $\times$  33 in breadth  $\times$  7 and 5 feet water, and which, requiring an excavation of much less dimensions, as a matter of course must materially affect an estimate, and on which scale I have drawn up my second estimate for the services. Consideration of those immediately interested, amounting to 136,900 *l.* 17 *s.* 10 *d.*, as my firm candid opinion of the proper dimensions for a practically useful and convenient work, and in which I understand I am supported, however singular it may appear, by the report of Judge Wright to his own countrymen (reporting on the practicability of a canal from Lake Ontario to join the Hudson), as about the proper dimensions for a ship canal, to oppose the canals projected on the River St. Lawrence. Forbearing from further comment on the subject, but referring to that report.

*For the large Scale of Locks, 200  $\times$  55  $\times$  9.*

Again: Allowing the very huge size to be adopted, however expensive and unmanageable, I would remark the unnecessary dimensions of excavation to correspond with the locks and depth of water required, viz. nine feet over the sills, and which will at once appear when I state the fact of the Caledonian Canal carrying 18 feet water, and passing large frigates and sea vessels, having the excavation only 50 feet wide at bottom, by 116 feet at surface; water-locks, I believe, 170 feet in length by 40 feet in width, and 30 feet in depth, with 22  $\frac{1}{2}$  miles of such excavation (projected and executed by the late Thomas Telford, Esq. civil engineer); from which it would appear that 68 feet, but say, in round numbers, 70 feet at bottom, with proportionate slopes, perfectly sufficient, and must cause a considerable difference of expense.

Having thus endeavoured to lay before you, in as condensed a form as the importance of the matter will admit, the result of my inspection, in terms of your instructions, and trusting the same may be sufficiently explicit,

I have, &c.

L. G. Brown, Esq. Beauharnois.

(signed) N. H. Baird,  
Member of the Society of Civil Engineers, London.



ESTIMATE of the Expense of Constructing a NAVIGABLE CANAL from Lake *St. Francis* to Lake *St. Louis* to avoid the Rapids in the River *St. Lawrence* between these Lakes, by way of the River *St. Louis*.—  
By *N. H. Baird*, Civil Engineer. 1835.

(Locks 200 × 55 × 9 feet water.)			£.	s.	d.	£.	s.	d.
Clearing land from settlement to River <i>St. Louis</i> -	300 acres.	50 <i>l.</i>	750	-	-			
Grubbing - - ditto - - - ditto - - -	171 -	200 <i>s.</i>	1,710	-	-	2,460	-	-
Coffer-dam at entrance River <i>St. Lawrence</i> , and removing ditto - - - -	- - -	- - -	-	-	-	350	-	-
Excavation of 1st mile, mould and clay - - -	191,302 yards.	7 ½ <i>d.</i>	5,936	-	5			
Ditto - 2d - - - ditto - - -	98,560 -	7 <i>d.</i>	2,874	13	4			
Ditto - 3d - stronger - - -	136,400 -	9 <i>d.</i>	5,115	-	-			
Ditto - 4th - - - - -	223,520 -	10 <i>d.</i>	9,313	6	-			
Ditto - 5th - - - - -	214,720 -	9 <i>d.</i>	8,052	-	-			
Ditto - 6th - swampy ground - - -	93,833 -	6 <i>d.</i>	2,345	16	6			
Ditto - 7th - - - - -	17,920 -	7 <i>d.</i>	3,439	6	8			
Ditto - 8th - - - - -	110,880 -	6 ½ <i>d.</i>	3,003	-	-			
Ditto - 9th - - - - -	119,360 -	8 <i>d.</i>	6,512	-	-			
Ditto - check drains, 18 miles, say - - -	18 -	20 <i>l.</i>	360	-	-			
Ditto - lock pit, River <i>St. Louis</i> - - -	9,259 -	1 <i>s.</i>	467	19	-			
Construction of coffer-dam, and removing the same -	- - -	- - -	100	-	-	47,523	1	11
Construction of dam at saw mill, 250 × 16 - -	- - -	- - -	750	-	-			
Ditto - lock ( <i>see</i> Lockage.) - - -	- - -	- - -	-	-	-			
Excavation of boulders, &c. from tail of No. 4 lock -	1,200 -	2 <i>s.</i> 6 <i>d.</i>	150	-	-			
Construction of dam at point F. on Plan - - -	250 × 14 -	- - -	650	-	-			
Excavation from dam site - - - - -	2,000 -	1 <i>s.</i>	100	-	-	1,650	-	-
Construction of dam at Beauharnois Mill - - -	150 × 18 -	- - -	1,150	-	-			
Excavation of lock pits, Nos. 6, 7, 8, & 9 - - -	34,711 -	3 <i>s.</i>	5,206	13	-			
Ditto - intermediate, between locks, &c. &c. -	23,148 -	6 <i>d.</i>	578	14	-			
Ditto - ditto - - - ditto - - -	30,648 -	8 <i>d.</i>	1,021	12	-			
Embankment from front upwards, corresponding with ridge to former basin - - - - -	4,444 -	1 <i>s.</i>	222	4	-			
Excavation, intermediate, between 8 and 9 lock -	9,722 -	- - -	629	3	-	8,808	6	-
MASONRY OF LOCKS:								
Masonry of No. 1 lock, in cut of juncture 8 - -	161,216 cub. ft.	- - -	-	-	-			
Ditto - 2 - - - - 11 - - -	221,672 -	- - -	-	-	-			
Ditto - 3 - - - - 8 - - -	161,216 -	- - -	-	-	-			
Ditto - 4 - River <i>St. Louis</i> , 8 - - -	161,216 -	- - -	-	-	-			
Ditto - 5 - - - - 4 - - -	92,100 -	- - -	-	-	-			
Ditto - 6, 7, 8, 9, at Beauharnois, of 11, 10, 12, and 10 feet - - - - -	956,536 -	- - -	-	-	-			
	1,763,956 -	11 ½ <i>d.</i>	-	-	-	84,106	4	6
Lock gates, including machinery, &c. - - -	- - -	- - -	-	-	-	6,500	-	-
Construction and removal of coffer-dams, &c. -	- - -	- - -	-	-	-	750	-	-
Swing bridges for — roads, same as on the Burlington Bay Canal - - - - -	- - -	- - -	-	-	-	1,600	-	-
Excavation of — on River <i>St. Louis</i> , per detail -	- - -	- - -	-	-	-	6,500	-	-
Damage to land, and compensations - - -	- - -	- - -	-	-	-	3,500	-	-
Lockmasters' houses, plain rubble work - - -	5 -	90 <i>l.</i>	-	-	-	450	-	-
Management, superintendence, &c. - - -	- - -	- - -	-	-	-	5,195	6	7
						169,392	19	-
To which add 15 per cent. contingencies, such as extra claims, pumping water, accidents, &c. &c.						25,407	8	10
						Making a Total of - - - £.	194,800	7 10

(E. E.)

Say one hundred and ninety-four thousand eight hundred pounds, seven shillings and ten pence, Hx. cy., and may be completed in three years, *i. e.* four winters and three summers, and for the above sum will be contracted for by responsible parties.

Montreal, 27 February 1835.

(signed) *N. H. Baird*, C. E.  
Member of the Society of Civil Engineers,  
London.





## No. 9. —

## FIRST REPORT of Mr. Tate.

Sir,

Beauharnois, 21 March 1842.

IN compliance with the letter of instructions of the 12th of February last, which I had the honour to receive from the Honourable the Board of Works, directing me, previously to proceeding to the marking out of the line for the canal, as selected by Mr. Stevenson, to examine with great care and accuracy the south channel of the river, or that portion of it which runs between the Grande Isle and the main land of Beauharnois, for the purpose of ascertaining how far it could be adopted as part of the canal, either by the use of dams or otherwise; I have proceeded to examine the above-named channel, and entrance thereto from Lake St. Francis, and I beg to lay the following Report before the Honourable Board, as a criterion whereby to estimate the advantages this section of the country possesses for a canal:—

It will be well to state briefly, what a good navigable canal requires; and,

1st. In the first place, it is essential that the entrance and debouchment be of easy access, and at all times, and that the supply of water be ample and steady, not dependent on the operations of nature.

2d. That the line of communication from one point to the other be as direct as possible, and free from liability to injury from the subsequent operations of nature.

3d. That the locks should be of convenient approach, easily worked, and with sufficient intermediate reaches.

4th. That the above objects should be attained by the least expensive means.

Keeping these principles, therefore, strictly in view, I proceeded to examine the entrance from Lake St. François, the south channel, the intermediate country, and the proposed debouchment into Lake St. Louis.

## First in order is the Entrance:

At the the foot of Lake St. François, a point on the south eastern side, extending from the shore of Hungry Bay, called Grosse Point, forms one side of a small bay, called Chartier's Bay, which is the mouth of the south channel, or of that portion of the River St. Lawrence which runs between the Grande Isle and the main land of Beauharnois; the other side of this bay is formed by an island called Clarke's Island, or L'Isle aux Chats. Upon considering the capabilities of this bay as a harbour, or entrance to a canal, it will appear to be sheltered by Grosse Point from the prevailing wind, which is south-west, as well as protected from the swell of Hungry Bay, from which it is quite distinct and separated. It has an entrance of sufficient extent and depth of water, in the whole breadth of which, 1,188 yards, there are two shoals of small extent, upon one of which is a rock with but five feet of water over it. There is every facility for removing these shoals if necessary, but from the fact of their being three entrances of from 600 to 1,200 feet in width, and with a depth of water varying from 12 to 20 feet, it may be deemed sufficient to place buoys at these points.

Pursuing the channel down, there is a fine reach, extending a mile and a quarter, with a good clay bottom, and sheltered from the winds; the current does not exceed two miles per hour, and there is 10 feet of water at 120 feet from the shore. Here, therefore, is a safe and good anchorage from Grosse Point to a Point called M'Pherson's, a distance of two miles and five chains.

This harbour, then, fully comes up to the standard of an unexceptionable entrance.

The description which I have given of this entrance as a harbour, founded on actual survey, differs in very important particulars from the maps on which the north line connecting Coteau du Lac and Vaudreuil is marked. In all those maps which I have seen, Grosse Point is placed out of its true position, to the extent of  $1\frac{1}{2}$  mile nearly, and is made to appear as a serious impediment to the free navigation of vessels sailing out of the harbour into Lake St. François. According to the assumed position of Grosse Point, it would have formed but an indifferent harbour; according to the true position of this point, the harbour could scarcely be surpassed in all desirable qualities.

Pursuing the south channel down past M'Pherson's Point, the current increases in velocity, and ceases to afford any favourable opportunities for the purposes of a canal.

The nature of the banks, falling gradually as they do with the level of the water, would render the damming of the channel not only a work of difficulty, but of very great expense; whilst the height descended, and the distance gained, would form no adequate equivalent for the expense incurred in resorting to this method of forming this portion of the canal.

Having thus examined, in the first place, according to the tenor of my instructions, the entrance and south channel, I proceed to the line connecting M'Pherson's Point with Couvillon's Landing.

Entering into cutting at M'Pherson's Point, the line takes a course past the great eddy, where it proceeds to the end of the first range of concessions. It then follows the division line between the first and second ranges of concessions, until it enters the Buissen Domain, where it curves gradually to the north till it descends from the high ground to near Couvillon's Landing, at which place it enters the river at the foot of the Cascades.

The position of this point, called Couvillon's Landing, affording, as it does, a sufficient depth of water at a distance of 132 feet from the shore, and being in a cove between two natural ridges of rock, is further rendered desirable for a debouchment, from being at the upper end of an eddy which extends nearly from St. Louis Point, a very favourable feature, and one which will be calculated to assist the navigation up to the canal in a material degree.

Upon applying this debouchment to the foregoing standard, it appears to possess the necessary points. Having examined the shore of Lake St. François from the upper end of Hungry Bay, and the bank of the river the whole way down, I am satisfied that the line contains no points more favourable than those abovenamed for a debouchment and entrance.

In proceeding to the section of the line, from the accuracy of Mr. Stephenson's Report, it will be needless for me to enter into minute detail; I shall therefore merely state, that the work on the line is very slight, generally not exceeding what will be required for finishing the banks; and that this line is followed, except in one or two instances, where advantage was to be gained by a trifling divergence.

The characteristics of the line are, that it embraces the whole fall of water between the two lakes; that the entrance and debouchment are amply convenient as harbours; that it is wholly

independent of the river, and of those operations of nature which, besides effecting the supply of water, are apt to render the ultimate cost much greater than the first outlay ; that the descent of the navigation is singularly gradual, and the cuttings proportionably moderate ; and that the locks are separated to a degree sufficient for all the purposes of navigation.

I beg to conclude with one general observation : Considering the distance between the two levels of water in the lakes, and the extent of the fall which has to be overcome, it appears as if nature had, in a singular degree, made compensation for the great impediments in the watercourse, by affording on the land by its side unusual facilities for establishing, at a moderate expense, an efficient and permanent artificial navigation.

The fall of the land very closely accompanies the fall in the water.

The watercourses crossing the line are unimportant, and there are no gullies of the least consequence.

The soil is of a kind to render cutting easy, and for the last 79 chains the line passes along on a bed of sandstone rock, which rock, long used for dwelling-houses in the neighbourhood, appears to stand the climate well, and will, I have every reason to believe, produce, from the excavation, a sufficient quantity of good backing stone for the masonry of the locks, whilst the refuse will be most convenient for the masonry of the piers at the entrance to the canal.

I have, &c.  
(signed) Charles Maitland Tate.

T. A. Begley, Esq.  
Secretary to the Hon. the Board of Works.

— No. 10. —

SECOND REPORT of Mr. Tate.

Sir,

Beauharnois Canal, 13 August 1842.

I BEG to lay before the Honourable the Board of Works, the following Report of the progress of the works of the Beauharnois Canal.

The works, on that portion of the canal comprised between stations 146  $\frac{1}{2}$  and 128, which were commenced on the 12th of last month, are advancing rapidly, and present a good appearance : the north bank of the canal is up to its height at several places.

The accompanying Statement will show nearly the amounts done between the stations :

		Cubic yds.			Cubic yds.
From Station	146 $\frac{1}{2}$ to 146	1,504 94	From Station	136 $\frac{1}{2}$ to 136	2,251 33
	146 to 145 $\frac{1}{2}$	1,484 20		136 to 135 $\frac{1}{2}$	2,218 33
	145 $\frac{1}{2}$ to 145	1,467 90		135 $\frac{1}{2}$ to 135	2,750 00
	145 to 144 $\frac{1}{2}$	1,654 33		135 to 134 $\frac{1}{2}$	2,677 75
	144 $\frac{1}{2}$ to 144	1,826 70		134 $\frac{1}{2}$ to 134	1,994 66
	144 to 143 $\frac{1}{2}$	2,090 69		134 to 133 $\frac{1}{2}$	1,833 33
	143 $\frac{1}{2}$ to 143	2,144 92		133 $\frac{1}{2}$ to 133	1,833 33
	143 to 142 $\frac{1}{2}$	2,408 30		133 to 132 $\frac{1}{2}$	2,124 83
	142 $\frac{1}{2}$ to 142	2,684 00		132 $\frac{1}{2}$ to 132	3,385 06
	142 to 141 $\frac{1}{2}$	3,388 81		132 to 131 $\frac{1}{2}$	2,595 63
	141 $\frac{1}{2}$ to 141	1,383 06		131 $\frac{1}{2}$ to 131	2,693 90
	141 to 140 $\frac{1}{2}$	2,791 81		131 to 130 $\frac{1}{2}$	} River St. Pierre.
	140 $\frac{1}{2}$ to 140	2,462 16		130 $\frac{1}{2}$ to 130	
	140 to 139 $\frac{1}{2}$	2,799 50		130 to 129 $\frac{1}{2}$	3,246 46
	139 $\frac{1}{2}$ to 139	2,522 60		129 $\frac{1}{2}$ to 129	2,214 29
	139 to 138 $\frac{1}{2}$	2,978 07		129 to 128 $\frac{1}{2}$	2,433 39
	138 $\frac{1}{2}$ to 138	1,796 66		128 $\frac{1}{2}$ to 128	2,376 00
	138 to 137 $\frac{1}{2}$	3,025 00			
	137 $\frac{1}{2}$ to 137	3,162 50			
	137 to 136 $\frac{1}{2}$	3,795 00			
			TOTAL - - -		83,879 52

Nearly the whole of the Irish employed being emigrants but newly landed, many of them having suffered severely on the voyage out, and by subsequent privation, the progress of the work has not been quite so satisfactory for the earlier part as it has now become ; the men, by daily food and rest, and regular practice, are now becoming more energetic, and are working with better heart.

The same observations may be, to a certain extent, applicable to the Canadians, who, at first, unused to steady work, and unacquainted with this species of labour, are now in a condition, by judicious management of the former, to compete with the others in the performance of a day's work.

The general health of the men has been very good ; at present there is but one man dangerously ill, and the doctor informs me that he has great hopes of his restoration to health.

The conduct of the men and foremen has been very good ; no collision or angry feeling has arisen between the races, and but five men have been discharged for bad conduct.

These circumstances, together with the favourable state of the weather, favour the supposition that this portion of the line of the canal will be speedily executed.

I am in daily expectation of the arrival of a quantity of tools from Cornwall, consisting of picks and wheelbarrows, the want of which is now becoming very apparent.

I have, &c.  
(signed) Charles M. Tate, Assistant Engineer.

Thomas A. Begley, Esq.  
Secretary, Board of Works.



PUBLIC WORKS (CANADA).

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— No. 11. —

THIRD REPORT OF Mr. Tate.

Sir,  
Beauharnois Canal, 1 September 1842.  
I BEG to present to the Honourable the Board of Works a Report of the progress of the works of this canal, from the 14th of August to the present day.  
The works have been going on in a very satisfactory manner, and the anticipations expressed in my last Report have been in a great measure realised. I have now little doubt but that the work will continue to advance equally well.  
The amount of work executed since the last Report is as follows:

From Station 123 $\frac{1}{2}$ to	Cubic yds.		From Station 139 $\frac{1}{2}$	Cubic yds.	
124	1,660 5			1,538 6	{ Excepting the slope on one side.
From 123 $\frac{1}{2}$ to 128 have been commenced since the last Report.	125 1,324 5		140	1,529 5	—
	125 $\frac{1}{2}$ 1,339 2		140 $\frac{1}{2}$	1,110 4	—
	126 1,319 0		141	2,307 5	—
	126 $\frac{1}{2}$ 1,375 0		141 $\frac{1}{2}$	797 3	—
	— 766 3		142	2,275 2	Trk. finished.
	127 697 8		142 $\frac{1}{2}$	994 3	
	— 990 0				
	127 $\frac{1}{2}$ 748 0		143	1,252 7	{ Ex'n finished and slope on one side.
	— 2,863 5				Finished.
	128 2,538 2	Ex'n finished.	143 $\frac{1}{2}$	1,277 2	—
	128 $\frac{1}{2}$ 2,305 4	—	144	1,172 6	—
	129 2,164 0	—	144 $\frac{1}{2}$	988 0	
	129 $\frac{1}{2}$ 955 0	—	145	1,131 3	
	130 795 0	—	145 $\frac{1}{2}$	982 2	
	130 $\frac{1}{2}$	} Valley of the St. Pierre.	146	739 9	
	131		146 $\frac{1}{2}$	541 4	
	131 $\frac{1}{2}$ - -	{ Trk. finished, not sloped.	147	1,128 5	{ Commenced since the last Report.
	132 - -				—
	132 $\frac{1}{2}$ - -		147 $\frac{1}{2}$	1,727 0	—
	133 1,188 0		148	1,408 0	—
	133 $\frac{1}{2}$ 1,698 0		148 $\frac{1}{2}$	1,408 0	—
	134 734 0		149	1,287 0	—
	134 $\frac{1}{2}$ 536 0		149 $\frac{1}{2}$	1,287 0	—
	135 1,576 0		150	1,283 3	—
	135 $\frac{1}{2}$ 851 0		150 $\frac{1}{2}$	1,213 6	—
	136 2,310 9	Ex'n finished.	151	1,256 0	—
	136 $\frac{1}{2}$ 1,161 8	—	151 $\frac{1}{2}$	1,256 0	—
	137 2,142 6	—	152	1,228 3	—
	137 $\frac{1}{2}$ 882 2	—	152 $\frac{1}{2}$	1,242 1	—
	138 1,392 9	—	153	843 8	—
	138 $\frac{1}{2}$ 149 8	—			
	139 2,370 2	—	TOTAL - -	75,023 5	

The banks are nearly to their height for the greater part of the distance, and they present a substantial and workmanlike appearance.  
The conduct of the men continues to be very good, no disturbance of any kind having occurred, either amongst the immigrant labourers or between them and the Canadians.  
A considerable portion of the quarry has been opened, and the stone already gotten, although of not sufficient thickness for facework, averaging only 13 inches, will be admirably adapted for backing, as it comes out in regular thicknesses and of good size. It is hoped that the lower bed will be found of a suitable thickness. This stone, although hard, breaks well, and it is thought that it will be no more severe on the tools than a sandstone.

I have, &c.  
(signed) Charles Maitland Tate,  
Assistant Engineer.

— No. 12. —

FOURTH REPORT OF Mr. Tate.

Sir,  
Beauharnois Canal, 15 September 1842.  
I BEG to submit the following statement of the progress of the works of this canal to the honourable the Board of Works.  
The weather has not been so favourable as during the previous fortnight, and some delay has occurred in consequence; the work, however, advances satisfactorily, and the utmost good feeling continues to exist amongst the men.

The following is the measurement of the work done since the 1st of this month:—

From - - 241 $\frac{1}{2}$	Cubic yds.		To Station 139 $\frac{1}{2}$	Cubic yds.	
to			to	202 10	Banks finished.
242	271 31		140	1,095 9	—
243	542 63		140 $\frac{1}{2}$	631 5	—
244	542 63	End of sec. 7.	141	1,595 5	—
245	806 63		141 $\frac{1}{2}$	1,580 7	—
124	440 00		142	441 4	—
125	2,191 20	Banks finished.	142 $\frac{1}{2}$	930 1	—
125 $\frac{1}{2}$	1,939 81	—	143	101 2	—
To Station 126	1,939 81	—	143 $\frac{1}{2}$	—	
126 $\frac{1}{2}$	1,998 30	—	144	—	
127	1,986 70	—	144 $\frac{1}{2}$	—	
127 $\frac{1}{2}$	1,305 30	—	145	—	Banks unfinished.
128	751 80	—	145 $\frac{1}{2}$	—	—
128 $\frac{1}{2}$	—	Finished banks.	146	—	—
129	—	—	146 $\frac{1}{2}$	—	—
129 $\frac{1}{2}$	—	—	147	—	—
130	—	—	147 $\frac{1}{2}$	—	—
130 $\frac{1}{2}$	Valley of St. Pierre will be filled up by next measurement.		148	2,612 50	
131			148 $\frac{1}{2}$	999 32	
131 $\frac{1}{2}$	—	Finished banks.	149	1,449 00	
132	—	—	149 $\frac{1}{2}$	1,169 16	
132 $\frac{1}{2}$	—	—	150	1,561 56	
133	1,404 48	Banks finished.	150 $\frac{1}{2}$	2,204 10	
133 $\frac{1}{2}$	2,112 00	Banks unfinished.	151	2,154 30	
134	2,561 46	—	151 $\frac{1}{2}$	2,147 00	
134 $\frac{1}{2}$	2,561 46	Banks finished.	152	2,156 30	
135	1,577 30	—	152 $\frac{1}{2}$	2,150 70	
135 $\frac{1}{2}$	678 44	—	153	3,049 10	
136	—	—			
136 $\frac{1}{2}$	—	—			
to					
139	—	Banks finished.		53,838 70	

A considerable quantity of valuable backing stone has been gotten out during the last 12 days, and the quarry will evidently turn out to be of great value. The bed of stone mentioned in my last Report is 19 inches thick, much more easily wrought, and of deeper colour than the top beds. This bed is a large one, extending over the quarry as far as it is yet opened. There is a bed of about six inches underneath this, and then another bed, into which a drill has been entered 14 inches; this bed, it is thought, will be of more value than the upper one.

In altering the direction of a portion of the little River St. Pierre, we have met with solid rock of the same quality nearly as that which occurs at Couvillon's Landing. This rock, it is hoped, will make sufficient backing for the culvert of the St. Pierre, at 100 feet distance, and also for the lock at a distance of about 15 chs. This circumstance will cause no inconsiderable reduction in the expenses of executing the above-named pieces of masonry.

I have, &c.  
(signed) Charles M. Tate, Assistant Engineer.

— No. 13. —

LETTER from Secretary of Board of Works to Mr. Tate, containing further Instructions.

Sir,  
I EXPECT the President here on Friday, and suppose he will immediately send you instructions for your guidance; until then I must defer answering your letter of the 28th ultimo.  
As I consider the Board will be very anxious to have all the soundings possible, and understanding that you are not otherwise employed, I consider it advisable you take further soundings about the upper entrance of the canal, and ascertain, not only the depth of the channel leading from thence into Lake St. Francis, but also the breadth of the same, more particularly at the shoaler parts.

C. M. Tate, Esq. Civil Engineer,  
Beauharnois.  
I remain, &c.  
(signed) Thomas A. Begley, Secretary.

— No. 14. —

REPORT of the President of the Board of Works on the Beauharnois Canal.

Sir,  
I HAVE the honour to acknowledge through you the protest or remonstrance forwarded to his Excellency the Governor-general, by Mr. Simpson, against what he states to be "the recently selected  
Montreal, 1 August 1842.



selected line" of the St. Lawrence Canal. The general tour of inspection, on which I have been engaged for some time, has prevented my receiving that document until within the last day or two. I now hasten to lay before you such facts and information connected with the matter as will, I trust, fully satisfy his Excellency that the opinion of council upon which he has acted, in giving his sanction to the proposed canal being constructed on the south side of the river, was not adopted without full and mature consideration; that my departmental Report, upon which principally the Council founded that opinion, was not made without due examination and abundant well ascertained data; and, finally, that in acting upon that Report, the Council was but carrying out the plan, as estimated for and submitted to and approved of by the Legislature. No expression of disapproval on the south side was used in the House, as I understood; but it did strongly express its disinclination to have the completion of any portion of the navigation of the St. Lawrence deferred for or contingent upon the procuring of a loan from any private company.

The selection of the most eligible route for this canal has received a great deal of attention, professional and otherwise, for a long time. It is more than 20 years ago, I understand, since the first survey was instituted, and there have been, in all, 10 surveys made from that time to the present, of which the following is an abstract:—

1. The first was made about 20 years ago, by a French engineer, who, having generally examined both sides of the river, located the work on the south side. This gentleman's Report I have not been able to obtain; but the result of it, as stated, I have had from highly respectable authority.

2. The second was made in 1833, on the north side, by Mr. Mills, under the direction of the then Commissioners, among whom were Messrs. Harwood and De Beaujeu, the seigniors of the properties adjoining, and through which it was proposed to run the canal. This line entered the river from M'Donald's Point, near Mr. Simpson's house. It was to be maintained partly in the river and partly by artificial cuts, and terminate at the foot of the Cascades. The estimate, 235,782*l*. The objections to this line are strongly and fairly set forth in the Reports of Messrs. Baird & Stevenson, and are, in my judgment, insuperable. Its entrance is represented to be obstructed by shoals, and being on the lee shore of Lake St. Francis, with the much-prevailing south-west wind blowing in, sailing craft frequently could not get out, when they could without difficulty leave the opposite side. Of this line (about 14  $\frac{3}{4}$  miles in length) nearly eight miles are in the river, having in places a velocity of five miles an hour, and there are three parts of canal alternating with two of river. The canal portions are principally effected by cutting across projecting points, and by building locks; and in sundry parts, in order to avoid deep cutting into the high banks of the river, which are here composed of a sleechy clay, with veins of sand, and are very much given to slide, it was intended to form the canal by moles or dams, to an extent of about 13,000 feet in length, and in some cases in very deep water and in rapid currents. The foundations of all the locks, as well as those of the dams, are under the immediate influence of the river, and the difficulties of construction generally on this line would be so great, that I am confident it could not be effected for the estimate; in this opinion I am joined by Colonel Phillpotts, who estimated it at little less than 500,000*l*., and who, I have every reason to believe, selected it as the best the north side afforded, with reluctance.

3. The third survey was also made by Mr. Mills on the north side, commencing and ending at the same points respectively as No. 2. The estimate for this route is 324,943*l*. This line Mr. Mills himself did not recommend, and among other practical objections, is liable to that of having the whole of the lockage (82 feet) combined in one spot.

4. The fourth survey was made again on the north side by Mr. Mills. Starting from the same point as Nos. 2 & 3, but crossing through the seigniories of Messrs. Harwood and De Beaujeu, it terminated at the Lake of the Two Mountains, near the village of Vaudreuil, about a quarter of a mile from Mr. Harwood's house. Mr. Mills' estimate for this line was 444,762*l*., and it also was not recommended by that gentleman.

5. The fifth survey was made by Mr. Stevenson in 1833 on the south shore, passing through the seigniorie of Beauharnois. The estimate, 224,444*l*. In speaking of this route Mr. Stevenson says, "The whole of this route, taken together, therefore, presents perhaps one of the most advantageous that can be imagined; the excavation is comparatively easy, and the greater part of it extremely so no embankments required but what can be made up from among the proceeds of the excavation; no large culverts necessary." In reporting on this line, Mr. Baird (an engineer of considerable experience, and who was employed on the works of the Rideau) states, "In all the course of my experience in practical engineering, I never traced a more eligible line for the same distance, the formation, quality (with but little exception), and direction, being everything that could be wished."

This is the line, with some trifling improvements, now being executed. It will be constructed, on the scale adopted, for 255,000*l*.; but in drawing a comparison between it, on the same scale, and the cost of that on the north side, which Mr. Harwood states to be the cheapest, viz. 389,932*l*. the estimate for No. 5 (the one adopted) should be taken at 285,000*l*.

6. The sixth survey was made in 1835, by Mr. Baird. Mr. Baird also gives the preference to the south side, and in his Report fully corroborates Mr. Stevenson's Survey (No. 5) and Report. But Mr. Baird was disposed to go still more south, so as to adopt part of the River St. Louis, and terminate at Beauharnois village.

7. The seventh survey was that made on the south side by Mr. Keefer, in March last, resulting in the full confirmation of No. 5.

8. The eighth survey was made in April last, by Mr. Tate, and sustains equally with Messrs. Baird and Keefer, Mr. Stevenson's Survey and Report, No. 5.

9. The ninth survey consisted of the marking out of the line (No. 5) for execution; in the course of which more favourable features developed themselves daily.

10. The tenth survey was made lately by Mr. Keefer, of the line pointed out by Mr. Harwood on the north side, as being "the cheapest, and one not previously explored."

All these several lines of levels, in the Board's possession, taken from the year 1833 to the present, and crossing the country in all directions, the information derived from their engineer, who is intimately acquainted with the locality, especially of the north side, having been at the time, Mr. Mills' assistant in the surveys, the very satisfactory nature of the documents of Mr. Stevenson, in

favour

favour of the canal on the south side, the full corroboration of those documents by Messrs. Baird, Keefer, and Tate, together with my whole general acquaintance with the country and nature of the strata, fully convinced me long since that the south side was the proper site upon which the canal should be constructed; this consideration is daily more and more confirmed by the result of the several steps now being taken in marking out the whole of the work for execution, as well as by the actual excavation which is rapidly being advanced, there being about 700 men at work for some time. This opinion I stated to Lord Sydenham two years ago, but the memoranda which I also furnished to that nobleman, previous to last session, and which were laid before the House of Assembly and printed by its order, and upon which the appropriation agreed to by that body were made, distinctly refer to the canal being made on the south side, and must therefore satisfactorily refute the assertion in Mr. Simpson's letter, as to "the line being recently selected."

Notwithstanding all these sources of positive information to which I have referred, and my perfect conviction founded thereon, that the country was sufficiently examined, seeing the continued interested mis-statements and misrepresentations which appeared in the public papers, and that Mr. Harwood had stated publicly and in print, that "there was yet another line unexplored on the north side, and which he was certain could be executed at less cost than any other," in order to set that point at rest, the engineer to the Board was directed to proceed to Vaudreuil, and having got Mr. Harwood to point out this line to him, to proceed to take the levels of it, so as to be enabled to form a comparative estimate of its cost. This duty has been effectively performed by Mr. Keefer; but as I do not consider it necessary to inflict upon his Excellency the wading through a mass of professional minutiae, I will confine myself to making three extracts from Mr. Keefer's report, viz:—

The water in the bay at the debouchment of the River Quinchien, where Mr. Harwood's line terminates, and for a quarter of a mile all round it, will not average more than six feet water. I consider it necessary therefore to allow for "a bank or mole being continued about 200 feet from the shore down to the point where Mr. Mills' line (No. 3) enters (a distance of 3,700 feet); this bank should raise the water in the basin formed by it about six feet. Total length of Mr. Harwood's line,  $15\frac{1}{4}$  miles; it is therefore five-eighths of a mile longer than Mr. Mills', and  $3\frac{1}{4}$  longer than that on the south side."

Again, "The accompanying plan will alone convince you that Mr. Harwood has discovered nothing worthy the serious attention of Government, nor has he pointed out any favourable feature in the country that was not fully considered in the surveys that have been already made." Finally; "it would therefore appear, that the cost of the route proposed by Mr. Harwood would exceed that of Mr. Mill's inland route by about one-fifth (and would therefore amount to 389,932 £). This I imagine is sufficient to show that it would be a fruitless task to go any further into details, or to spend any more time in making more elaborate examinations. The north side of the St. Lawrence between the lakes was thoroughly examined by Mr. Mills in 1833, and in that duty I assisted him and made out all his plans. From the intimate knowledge I have thus acquired of that part of the country, I feel a good degree of assurance in expressing the opinion that no line on the north side can be found to equal in economy in facility of navigation, or in freedom from the disturbing causes of flood and ice, the route intended to be pursued on the south side."

His Excellency, in his reply to the Vaudreuil address, has so fully exposed the insufficiency of military and political reasons adduced by the opponents to the canal on the south side, that I feel it only remains for me to notice the assertions of Mr. Simpson, "that water cannot be found at the entrance and exit of the depth contemplated in the canal; consequently vessels, which the canal would be capable of bearing, will be incapable of getting in or out."

Now, first as regards the proposed entrance to the canal from Lake St. Francis, Mr. Stevenson thus speaks:

"It commences in a cove above M'Pherson's Point in the south branch of the river, about half a mile below the upper end of Grande Isle, where the bank is low; and ten feet of water is found at 150 feet from the shore."

On the same point Mr. Baird says: "the first duty became the ascertaining of the most eligible points of departure from the lakes; for the depth of water required (nine feet on the mitre sill), with a due regard to the distance between these points."—"These requisites I found to exist in Lake St. Francis at or near the commencement of the south channel at B. and H. respectively; the former having been fixed on by Mr. Stevenson on his survey as the most eligible, and in which I perfectly coincide."

On the same point, Mr. Tate who was sent by the Board to take levels, soundings, &c. preparatory to the commencement of the work, thus speaks:

"At the foot of Lake St. Francis, a point on the south-eastern side, extending from the shore of Hungry Bay, called Grass Point, forms one side of a small bay called Chartier's Bay, which is the mouth of the south channel, or of that portion of the river which runs between the Grande Isle and the mainland of Beauharnois. The other side of this bay is formed by an island called Isle aux Chats, or Clarke's Island. Upon considering the capabilities of this bay as a harbour or entrance to a canal, it will appear to be sheltered by Grass Point from the prevailing wind, which is south-west, as well as from the surf and swell of Hungry Bay, from which it is quite distinct and separate. It has an entrance of sufficient extent and depth of water, in the whole breadth of which, about 1,188 yards, there are two shoals of small extent, upon one of which is a rock with but five feet water over it. There is every facility for removing these shoals, if necessary, but from the fact of there being three entrances of from 600 to 1,200 feet in width each, and with a depth of water averaging from 12 to 20 feet, it may be deemed sufficient to place buoys over them."

"Pursuing the channel down, there is a fine reach extending a mile and a quarter, with a good clay bottom, and sheltered from the winds. The current does not exceed two miles an hour, and there is 10 feet of water at 150 feet from the shore. Here, therefore, is a safe and good anchorage from Chartier's Bay to a point called M'Pherson's Point, a distance of two miles and five chains. This harbour, then, fully comes up to the standard of an unexceptionable entrance."

The elaborate chart of Mr. Thompson, a hydrographer of deservedly high standing, fully sustains the foregoing description of Mr. Tate's.

With respect to the entrance from Lake St. Louis, Mr. Stevenson thus speaks: "Having examined very minutely the coast of Lake St. Louis, from the harbour at Beauharnois village up to the foot of the rapids, a distance of about two miles, and found more than sufficient water for any



any vessel plying on the lakes, with a clear coast and smooth bottom; and near the foot of the rapids I found a little cove, at the landing of one Couvillon, offering the most convenient spot wherein to construct the entrance to a canal of this description."

The opinion of Mr. Tate on this position is as follows:

"The position of this point, called Couvillon's Landing, affording as it does a sufficient depth of water at a distance of 132 feet from the shore, and being in a cove between two ridges of rock, is likewise rendered further desirable for a debouchement, from being at the upper end of an eddy, which extends nearly from St. Louis point, a very favourable feature, and one which will be calculated to assist the navigation up to the canal in a material degree."

Mr. Tate concludes his Report with the following general observations:

"Considering the distance between the two levels of water in the lakes, and the extent of the fall which has to be overcome, it appears as if nature had, in a singular degree, made compensation for the great impediments in the watercourse, by affording on the land by its side, unusual facilities for establishing, at a moderate cost, an efficient and permanent artificial navigation. The fall of the land very closely accompanies the fall in the water; the watercourses crossing the line are unimportant, and there are no gullies of any consequence. The soil is of a kind to render cutting easy, and for the last 79 chains the line passes occasionally on a bed of sandstone rock; which rock, long used for dwelling-houses in the neighbourhood, appears to stand the climate well, and will, I have every reason to believe, produce from the excavation a sufficient quantity of good backing stone for the masonry of the locks, while the refuse of it will be most convenient for the construction of the piers at the entrance to the canal."

Mr. Keefer also describes Couvillon's Landing as a suitable, and the fittest spot to select for the entrance. The deep water he finds to run in close to the shore, as described by the other gentlemen, the eddy near the shore being auxiliary to vessels beating up in scant winds, and the outer current equally so in beating down, and the construction of two moderate piers on the ridges of rock, on each side of the deep channel, one to serve as a wharf or landing, the other to afford shelter from wind blowing up the Lake, will completely afford all the necessary convenience and accommodation.

I have thus, without noticing the various anonymous mis-statements which have been circulated, confined myself simply to giving the facts and the essence of the several Reports made, from time to time, since 1833.

I feel sanguine that they will fully satisfy his Excellency upon the subject, and I trust will, when known, remove from the public mind any false impressions which may have been made upon it. As deeply connected with the quiet and satisfactory progress of the work to which the foregoing relates, I would take the liberty of offering a few suggestions for the consideration of his Excellency, and the adoption of which I would respectfully urge upon his Excellency's serious attention, as tending in my humble opinion, materially to prevent collision upon the works of this canal, between the different races which it must be expected, will necessarily be congregated there, and which collision might lead to deplorable consequences.

The peculiar circumstances of this work seem to me to require some peculiar arrangements on the part of the government. An extensive public work is, for the first time, undertaken through a district entirely settled and inhabited by Canadians of French origin; a large temporary population of strangers will be introduced and brought into immediate contact with the settled inhabitants, and with whom the difference of language will not only be a bar to friendly intercourse, but it may too reasonably be apprehended that these strangers, whether labourers, contractors, or officers of government, will from being ignorant of the language, usages, and peculiar feelings of the people, be likely to give them offence, or do them wrong unintentionally. With respect to this point, it unfortunately happens that there is no capable engineer of French Canadian origin; but I have taken all the precaution in my power, by appointing two junior assistants of that race, and by the selection of a paymaster and accountant who understand the people and language. It is further to be feared, that petty trespasses, such as the pilfering of the gardens of the *habitans*, &c. &c. may frequently be committed, and engender irritation and hostility.

To guard against these evils which I apprehend, as well as to render the first commencement of extensive public works popular with the *habitans*, a few steps appear to me advisable to be taken.

1. Although I conceive that to ensure economy, and certainly in the execution of public works of this description, general competition and the contract system founded thereon, is absolutely necessary. I think that a certain portion of the line, say three or four miles, ought to be laid off in small contracts. These I propose to apportion among the residents, at the valuation of the engineer, and thereby, by giving a large portion of the *habitans* employment on their own account, lessen the probability of collision. As this course is directly departmental, I shall not hesitate to take the responsibility of acting on it, although in so doing I am sure to encounter further attack and obloquy.

2. The second point I consider to be, the having an Irish Roman-catholic clergyman resident for the time being near the work, who, from his acquaintance with the language and habits of that class, which, judging from the extensive emigration, will be in large numbers on the work, can exercise the salutary influence over them that such clergy are admitted to possess.

3. It would be of importance to have a French Canadian gentleman, perfectly conversant with the English language, upon the line generally, to attend at the payments, and explain between the parties, and who would give his whole time in keeping peace and promoting a friendly feeling, and to the arrangement of petty differences. He should be in the commission of the peace. The respective remunerations of these two gentlemen I consider can be borne from the estimate for the work.

4. It would be necessary to have a few of the steadiest of the police force close to the work, to prevent petty trespasses, and the other little causes alluded to as likely to create bad feeling.

5. Finally, in consideration of the circumstances which have recently taken place upon the Cornwall and Welland canals, I think it would be necessary to have, not on the work, but in the neighbourhood of it, a party of military (the regular force I would much prefer). Such arrangements being made, I entertain strong hopes that the direct interference of the latter would not be required.

Should his Excellency, upon consideration, be pleased to adopt these suggestions, or any of them, he can easily have them carried into effect.

I have, &c.

(signed) *Hamilton H. Killaly,*

President Board of Works.

REPORT of a SURVEY for a CANAL on the North Shore of the *St. Lawrence*, on a Route suggested by the Honourable Mr. *Harwood*, Seigneur of *Vaudreuil*.—By *Samuel Keefer*, Civil Engineer.

Sir,

Kingston, 5 July 1842.

IN pursuance of your verbal instructions of the 21st ultimo, I proceeded to Coteau du Lac, taking with me Mr. Harwood's memorial on the subject of the canal between Lakes St. Francis and St. Louis.

I sent for Mr. Harwood, and desired him to point out the route for a canal alluded to in the latter part of his memorial; and having gone over part of the ground with him, and obtained from him a written description of the proposed route, which is submitted herewith, I ran the level over it, from lake to lake, taking such levels and observations to the right and left as would give me a correct general idea of the country through which I was passing, that I might form an opinion as to there being any better line for a canal than those already surveyed.

Between Coteau du Lac and Smith's Falls, on the River à Delisle, I levelled over two lines, for the purpose of finding the lowest ground, as well as to ascertain the level of Smith's Falls, with reference to the lake. The lake is at present 15 inches higher than the water above Smith's Falls.

I think Mr. Harwood must be mistaken in stating Mr. Mills told him the water in River à Delisle, above Smith's Falls, was eight feet above lake St. Francis; for I can discover nothing in Mr. Mills' plans, report, or estimates that confirms it. If he had said that the surface of the water above Smith's Falls was eight feet above the bottom of his canal, he would have spoken nearly or quite correct; and as, in surveys of this kind, it is the practice of engineers to refer all heights and depths to bottom of canal, it would have been a most natural way for Mr. Mills to have answered the question.

In order that you may be able to form an opinion of the route proposed by Mr. Harwood, I will now enter upon a short description of it, which, with the accompanying plan, will at once convince you that he has not discovered anything worthy the serious attention of the government, nor has he pointed out any favourable feature in the country that was not fully considered in surveys that have been already made. In describing his route, I will also compare it with the inland route, No. 2, proposed by Mr. Mills, as it will show the uselessness of making an estimate of the cost.

*Mr. Harwood's proposed Line.*

1. Starts from the bay, above the steam-boat landing, at the Coteau du Lac, in which the water is quite shallow: it is 400 feet to 9 feet water.

The line runs in rear of the village, and follows the low lands above half a mile from the St. Lawrence, and crosses the River à Delisle nearly half a mile below Smith's Falls. This portion of the route is  $3\frac{1}{8}$  miles long, and averages a little more than 17 feet cutting: soil, clay, with some ridges, containing numerous boulder stones. The land falls towards the St. Lawrence.

2. After crossing the River à Delisle (which might be dammed, and the water turned through the canal, with a waste weir to carry off the flood waters,) the line turns gradually to the right, crosses the River Rouge near its mouth, follows up a branch of the Rouge, and then turns again to the right, and crosses St. Emanuel road, 400 yards from the St. Lawrence, runs parallel with the St. Lawrence at that distance till it crosses the River à la Graise; it then runs along the south east bank of the River à la Graise, at such a distance from it as will give about five feet cutting, in order that the excavation will be sufficient to make the banks, and crosses the Chemin St. Dominique, above 1,200 yards from the St. Lawrence.

This section is  $3\frac{7}{8}$  miles long, and averages 12 feet cutting; soil, clay. Requires one dam and two aqueducts.

3. From St. Dominique to St. Frioll the line continues up the valley of the River à la Graise, and passes the summit or highest ground between that river and the Petite Quinze Chiens, one mile westward of St. Frioll. The cutting through the summit is  $8\frac{1}{2}$  feet deep; the line crosses the St. Frioll road near the cross, 8,300 feet from the St. Lawrence.

This section is  $2\frac{1}{8}$  miles long; soil, clay, with a slight mixture of sand in places; and the depth of cutting averages about six feet, or a little more.

4. The

*The Inland Route, (No. 2) of Mr. Mills.*

1. Starts from the bay, above M'Donald's Point, and follows along the low ground bordering the St. Lawrence, and has an average depth of cutting of 10 feet, and is  $2\frac{5}{8}$  miles long to the mouth of the River à Delisle.

2. Crossing the River à Delisle by an aqueduct, the line passes through Horse Shoe Bay, crosses the River Rouge near its mouth (about a quarter of a mile), and then runs in nearly a direct line from thence to where it crosses the Chemin St. Dominique, about 1,000 yards from the St. Lawrence.

This section is  $3\frac{7}{8}$  miles long, and the cutting averages 12 feet; soil, clay. Requires three aqueducts.

3. Between St. Dominique and St. Frioll, this line takes a higher level, in a more direct line towards Cascades, and runs nearly parallel with the St. Lawrence.

The length of this section is  $2\frac{3}{8}$  miles; soil, clay, with a light mixture of sand, and the depth of cutting averages about nine feet.

4. Shortly



*Mr. Harwood's proposed Line.*

4. The depth of cutting at the St. Frioll road is seven feet. At the distance of half a mile from this road the line intersects the south bank of the Quinchien, it then follows along the bank of this creek, looking down at convenient places, till it at length descends into the bottom of the valley. At the St. Antoine road, this valley is 8,500 feet from the St. Lawrence; and consequently, before it joins the Ottawa above Cascades, it must take nearly a south-east direction, making the distance much longer.

To make one or more dams across this ravine, and by that means turn the drainage of the whole surrounding country through the locks, or over waste weirs, as suggested by Mr. Harwood, is highly objectionable; as in this case, not only would the works be placed in jeopardy by the land floods, but the rubbish and deposit brought down with those floods would be a constant source of annoyance, by settling in about the lock gates, and deranging their working.

For these reasons, and in order to obtain a desirable length of reach between each lock, I have considered it necessary in following this ravine to lay the canal partially in the south bank of the valley, cutting out enough to form an embankment on the north side, and thus by regular gradations descend to the bottom of the valley, and leaving a sufficient space between the canal embankment and the north bank of the creek for the necessary drainage of the lands. About one mile eastward of St. Frioll, this ravine is 200 feet wide at bottom, and 14 feet deep; the banks gradually attain a greater height, till at or near the debouchement of the creek they become 60 feet high; but the breadth of the ravine is here reduced to 80 feet at bottom. The banks have a slope varying from  $2\frac{1}{2}$  to 3 feet to 1.

To an engineer, this would not by any means appear to be a desirable place to make a canal.

The length of this section is  $6\frac{1}{8}$  miles, the soil chiefly clay, and the cutting (in order to institute a comparison) may be averaged at six feet, which is, perhaps, putting it in rather too favourable a light.

The water in the bay, at the debouchement of the Quinchien, and for a quarter of a mile all round it, will not average at present more than six feet deep; the bottom is a stiff clay. I have therefore considered it necessary to allow for a bank or mole being continued about 200 yards from the shore, all the way to the point where Mr. Mills places his water-lock, in route No. 2. This bank should raise the water in the basin formed by it about six feet, and the water-lock should be placed in the warm waters of the St. Lawrence.

The total length of this line, as before described, is  $15\frac{3}{8}$  miles, and the average depth of cutting 9.40 feet. This line is therefore five-eighths of a mile longer than Mr. Mills' inland route (No. 2,) and about three miles longer than the route through Beauharnois.

To compare the expense of these two routes in a rough manner, the cost may be taken in the compound ratio of the lengths and depth of cutting; *i. e.* :—

The cost of Mr. Har-	} : {	Cost of Mr. Mills' route (No. 2.)	} -	$15\frac{1}{4} \times 9.40$	:	$14\frac{3}{8} \times 8.20$ .
wood's route.				or - 14.335	:	119.92.
				or - 6	:	5 nearly.

It would therefore appear that the cost of the route proposed by Mr. Harwood would exceed that of Mr. Mills' inland route (No. 2) by about one-fifth of the latter.

This, I imagine, is sufficient to show that it would be a fruitless task to go any further into detail, or to spend any more time in making more accurate and elaborate examinations. The north side of the St. Lawrence, between these lakes, was thoroughly examined by Mr. Mills, in 1833; and in that duty I assisted him, and made all his plans. From the intimate knowledge of this part of the country that I have thus acquired, I feel a good degree of assurance in expressing the opinion, that no line on the north side of the river can be found to equal, in economy, in facility of navigation, or in freedom from the disturbing causes of ice and flood, the route intended to be pursued on the south side of the river.

Respectfully submitted by, &c.

(signed) *Samuel Keefer,*  
Engineer, Board of Works.

Hon. Hamilton H. Killaly,  
President Board of Works.

— No. 16. —

SPECIFICATION for the Earth-work and Rock-work of the *Beauharnois Canal*, by *Samuel Keefer*, Civil Engineer.

*Dimensions.*—The canal, generally, will be 80 feet wide at bottom, but where the excavation does not exceed five feet in depth for a distance of one quarter of a mile, the bottom will be made 100 feet wide.

The banks are to be raised 15 feet above bottom of canal, to be 12 feet wide at top, and the slopes inside and outside to have two feet base to one foot perpendicular. The bottom of the canal is to be one foot below the mitre sill, to afford 10 feet of water in the canal.

*Drain.*—A catch-water drain must be formed on the south side of the south bank, to drain off the surface water to the nearest discharge, and shall be of such size as the engineer may consider necessary for that purpose.

*Grubbing.*—All the trees, stumps, and roots are to be wholly removed from the space occupied by the canal and its banks, and either burned or removed to the outside of the banks.

*Mucking.*—In cuttings under 10 feet, all the surface soil containing vegetable or other matter, unfit, in the engineer's opinion, for forming the face of the banks, shall be stripped from the entire surface of the cutting (previous to commencing the excavation), and from thence on each side, for a breadth extending half way under each bank, and the same must be placed to form bank within the outside slope-stakes. The ground, thus prepared by mucking, must be kept three chains in advance of the banks; and no bank can be formed thereon until it has been inspected and approved by the engineer, or the foreman under him.

*Tap Drains.*—Lateral drains, for draining off the water below bottom of canal during the progress of the work, are to be formed at the contractor's expense, and only in such places as the engineer may approve of, in order to create the least necessary amount of damage to farms.

*Excavation.*—All the best earth for making tight banks must be placed in the front part, that of inferior quality in rear; and all stones that may occur in the excavation must be moved outside of the banks, except in certain cases, when there is a scarcity of materials for making banks where the engineer may direct them to be laid, so as to form the rear part of the embankment. In those parts of the canal where there will be a surplus of earth after forming the banks opposite, it must be taken either to form the nearest embankment, or it must be placed in spoil-bank evenly, on each side of the canal, as the engineer shall direct. The top of the spoil-bank must be levelled, and made so as to throw the surface water from the canal, and, if the engineer shall so direct, it must all be laid on one side of the canal. If the quantity of surplus earth is great, the spoil-bank must be raised from three to six feet above the towing-path, as the engineer may direct, and formed as shown in the margin; the slope of the face to be two to one.

*Embankment.*—In forming the banks, the earth, if carried by carts, must be laid on in courses not exceeding 12 inches in thickness, and all the best materials must be placed in front.

Where an embankment is to be formed in the river, as in section No. 1, it must be raised in the first place only 18 inches above the surface of the river, and made only half its proper breadth at that height, which half must be next the outside, in order that, after the water has been drained from the canal, the remaining inner portion of the bank may be formed in courses, as before described. Stones are to be thrown on the outside of the bank, to prevent its being washed away by the current.

The earth for forming the banks must be taken from the excavation, or from such other place as the engineer may direct.

*Puddling.*—Should it appear necessary, in the engineer's opinion, for the security of any of the banks, to resort to puddling, it must be done in the following manner. The seat of the bank having been prepared by making, as before specified, a trench must be sunk four feet wide and three feet deep, and deeper if the engineer should think it necessary. The best clay that can be procured must then be wrought into good puddle, by means of water, and through-working with the spade. The courses of puddle are to be only nine inches thick, so that in laying a superior course the spade may also penetrate the course below it; this done, the bank may be formed thereon with carts, in 12-inch courses, to the puddle at bottom, making a ditch  $3\frac{1}{2}$  feet wide, and taking care to incorporate the top course of puddle with that below it. The bank may then again be raised three feet, and the same process repeated in each course, to the top-water line of the canal.

## SPECIALLY FOR SECTION NO. 2.

*Rock Excavation.*—In a thorough cut of solid rock, the bottom will be 55 feet wide, or as much wider as the engineer may direct; the sides perpendicular, and formed as true to the line as circumstances will permit, without making much use of the hammer. In such parts of this section as the engineer may consider it necessary, the contractor is to build a rough-dry stone wall upon the upper edge of the rock cutting, of the material furnished thereupon, for the purpose of bringing the surface to a uniform level, and for retaining the inner slopes of the banks.

Any well-shaped serviceable stones for building, that may be found in this excavation, must be reserved for the backing of the locks; the remainder to be carried to form the piers at the lower entrance, or disposed of in forming the rear part of the embankment, as the engineer may direct.

In forming embankment on the surface of the smooth solid rock, after having removed all the substances unfit for bank from the place it should occupy, agreeably to the engineer's direction, a trench 10 feet wide, and from  $2\frac{1}{2}$  to  $3\frac{1}{2}$  feet deep, at the engineer's direction, shall be mined under the centre part of the bank, and thoroughly cleared of all loose stones, chips, and rubbish; this trench is then to be filled with clay, rammed as tightly as it can possibly be done, the clay to be put



put in courses not exceeding four inches in thickness, and just sufficient water used to bring it to a firm consistence.

The embankment is then to be formed thereon in courses, as before specified, and if the engineer thinks it necessary, a puddle-bank must be carried up therefrom, in the manner before described, as high as to top-water line.

All the spare earth in the reach below lock No. 5, must be carried to form the embankment below lock No. 6, and whatever other earth may be required to form the banks below lock No. 7, shall be taken from the adjacent clay banks, at such places as the engineer shall direct.

The whole of the work is to be done in a permanent and substantial manner, according to the true intent and meaning of the foregoing specification, and to the full satisfaction of the Board of Works, or their engineer for the time being.

Beauharnois, 19 August 1842.

(signed) *Samuel Keefer*,  
Engineer, Board of Works.

— No. 17. —

CORRESPONDENCE between His Excellency the Governor-General and the Colonial Secretary, relative to the Placing of the CANAL on the SOUTH SIDE of the *St. Lawrence*.

Sir C. Bagot's Despatch to Lord Stanley, 19th July 1842, No. 137, *vide* p. 88.

Lord Stanley's Despatch to Sir C. Bagot, 20th August 1842, No. 235, *vide* p. 93.

(No. 165.)

My Lord,

Government House, Montreal, 6 August 1842.

With reference to my despatch to your Lordship of the 19th ultimo, I have the honour to transmit to your Lordship herewith a copy of the Report made to me by the Chairman of the Board of Works, as to the relative advantages of constructing the canal between lakes St. Louis and St. Francis, on the north or south shore of the St. Lawrence. I trust that the statements contained in this Report will convince your Lordship of the propriety of my decision to undertake that work on the south side.

1716: 1 Aug.

I have adopted what appeared to me to be the necessary precautions to prevent misunderstandings between the inhabitants of the country through which the canal will run, and the labourers employed on the work.

The Right honourable the Lord Stanley,  
&c. &c. &c.

I have, &c.,  
(signed) *Charles Bagot*.

— No. 18. —

STATEMENT of the OBJECTIONS to the Location of the CANAL on the South Side of the *St. Lawrence*, by *John Simpson*, Esquire, a Member of the Committee.

I.—*The Western Terminus.*

- 1st. Because it abounds in rocks and shoals.
- 2d. That there is no passage out of it, unassisted by a tug-boat.
- 3d. That, when high winds prevail from the north or north-west, from the south or west, even tug-boats (without which it would be impossible to get out), would endanger the boat or damage the cargo.
- 4th. That the set of the current and the prevailing winds render it not only difficult, but also dangerous, to approach that shore.
- 5th. That there is no safe anchorage near the western terminus, nor for seven miles of its approach.
- 6th. That it is dangerous, nearly at all times, to approach M'Pherson's Point; that if a vessel, in attempting to enter the mouth of the canal, should miss the Channel, it would put in the utmost peril the crew, cargo, and boat.
- 7th. That a vessel, to go into or out of the entrance, could alone do so during daylight.
- 8th. That, if a sudden squall arose, the vicinity affords no safe anchorage or harbour.
- 9th. That if by possibility a sufficient depth of water could be made in the Channel, free from rocks and shoals, the Channel is too angular to become practicable without tug-boats.

II.—*That the Canal is a Provincial one, and that, if the North Side would cost 50,000 l. more than the South, it would be economical and wise to place it on the North Shore.*

1st. Because the River St. Lawrence would afford a wide and nearly impassable barrier to the incursions of a foreign enemy, or to the discontented refugees of this province.

2d. That it would be cheaper and easier to defend canals on one side of the river than to be forced to divide troops for that purpose, with this dangerous part of the river between them.

3d. That the level on both sides being alike, the locks must be the same on each; that the difference in the expense can consist only in the excavation, whether that be in the number of cubic yards or the rocky quality of it.

That the south side would require 1,763,956 cubic yards, at 11  $\frac{1}{2}$  d. per yard - - £. 84,106

That the north side requires ——— - - - - - at 12  $\frac{1}{2}$  d. —

595.

4th. That

4th. That the first estimate or survey of a French engineer is not before us, and appears on the authority of hearsay only.

5th. That the surveys and estimates of Messrs. Stevenson & Baird were by order of the seignior of Beauharnois, to enable him to dispose of the seignior, and should be therefore, deemed of little or no authority.

— No. 19. —

FIRST PART of a REPORT of a SURVEY for a CANAL on the NORTH SHORE, made by order of Messrs. *Simpson & Harwood*.—By *William R. Casey*, Civil Engineer.

Gentlemen,

Coteau du Lac, 5 September 1842.

I have the honour of submitting to you the first part of a Report on the survey of a route for a canal on the north side of the St. Lawrence, joining Lakes St. Francis and St. Louis. As this survey has been rendered necessary by the letter of the Hon. H. H. Killaly, of the 1st August, addressed to the late chief secretary, it will be proper to examine that communication with some care. The two points at issue are, the entrance into the canal from Lake St. Francis, and the comparative costs of construction on the two sides of the St. Lawrence.

The letter referred to is very explicit on the former head; and as the position of the mouth of the canal is given, and the number, depth, and width of the channels between the Beauharnois side and Clarke's Island clearly stated, every opportunity is afforded to those taking an interest in the question to go and sound for themselves, an operation of which every man is capable, and of which he cannot well doubt the result.

Not so, however, with the cost of the canal proposed; and on this subject, beyond the statement that the canal on the south will be three miles shorter than the line on the north side, there is not a particle of engineering information given so that even after surveying the north side, and with some acquaintance with the south side also, I am still unable to offer any reasons why the cost on the north should exceed or fall short of that on the south side. By reasons, I do not mean opinions or impressions, but facts and information, placed in such a light as to enable every thinking man to judge for himself. Opinions, even from the highest judicial tribunals, are backed by facts or reasons; but here it is merely stated that Mr. S., M., B., &c. gave the preference to the south side, in which the Board agrees, and therefore the case is proved. This objection becomes, however, most formidable, when we reflect that the whole object of the letter is not, by taking high ground, to state fairly and openly the comparative advantages of the rival lines, and show why this or that has been preferred; but the aim of the writer is to quote only such opinions, parts of opinions, facts, and casual observations, as to the incautious general reader appear to favour the south side.

Thus, what weight is to be attached to the opinion of the French engineer, whose experience, character, and capacity, are as unknown to the public as is his very name to those who invoke his aid?

In speaking of the survey, No. 2, the line recommended by Mr. Mills, Mr. Killaly observes: "Its entrance is represented to be obstructed by shoals;" that is, the only entrance contemplated on the north side is merely known to the Board indirectly, and on examination into its merits, does not appear to be considered as at all required at their hands, whilst the entrance on the south shore has received every attention; and, not satisfied with quoting from the Report of Mr. Tate, the authority of Mr. Thompson, "a hydrographer of deservedly high standing," is brought in also, the whole being endorsed by the President himself, as sufficient "to fully satisfy his Excellency," and "remove from the public mind any false impressions."

Colonel Phillpotts estimated the cost of "the river route" at nearly 500,000 *l.*, on the scale of the Cornwall Canal; but this remark does not aid us in judging of the comparative cost of two inland canals of entirely different dimensions. I shall do the colonel the justice to believe that he never contemplated the possibility of the canal being placed on the south shore. Indeed, how could an officer of the corps of Royal Engineers, more especially Colonel Phillpotts, overlook, after the scenes of 1738, a proposition which an American civil engineer considered in 1833 so obviously clear, that the mere enumeration of it was sufficient to carry conviction.

Mr. Mills, in the very Report from which Mr. Killaly quotes, says, "There is a political objection to its being located on the south side of the St. Lawrence, which I will barely name."—"The work in contemplation must be considered national in its character, therefore ought to be so located as to be less in danger of foreign invasion." But this remark did not favour the Beauharnois side, and finds no place in the letter.

To the third survey it is objected, that it has "the whole of the lockage (82 feet) combined in one spot." \*No line can be found to which some objection may not be made, but is this objection of weight sufficient to turn the scale against the north side? It may not be difficult to have two or three small reaches between the locks, which would obviate this objection. Then again, the facility with which materials can be procured, the greater economy of management, and the convenience to the boatmen in having all the locks within one mile, are objects worthy of serious consideration. The estimate is 324,943 *l.*, and deducting only one-fourth for the difference in size, there remains 243,707 *l.*, as the estimate of an inland canal on the north side, against 255,000 *l.*, the estimate of the inland canal on the south side. If estimates are to be adduced as evidence when they favour the south side, they should not be omitted when they favour the north.

The fourth survey was by Mr. Mills, and to this, as well as to the last, it is singularly enough objected, that Mr. Mills did not recommend them, although he expressly says, "I have determined to recommend the Plan, No. 1, along the St. Lawrence."

The

\* Mr. Mills's estimate shows this assertion to be entirely unfounded.—*W. R. C.*

Kingston, 28 September.



The fifth survey was by Mr. Stevenson, and he very justly designates the south side as very advantageous.

I consider the north side as very advantageous, but not on that account preferable to the south.

Mr. Baird prefers the south side, but no reason is vouchsafed.

In a quotation from Mr. Keefer's Report, the following passage occurs, with the italics: "The north side of the St. Lawrence, between the lakes, was *thoroughly examined* by Mr. Mills in 1833, and in that duty I assisted him, and made out all his plans. From the intimate knowledge I have thus acquired of that part of the country, I feel a good degree of assurance in expressing the opinion that no line on the north side can be found to equal in economy, in facility of navigation, or in freedom from the disturbing causes of floods and ice, the route intended to be pursued on the south side."

Mr. Mills, in his Report of those very examinations, says, "I visited the south side of the St. Lawrence, and passed over the country from Lake St. Francis to Beauharnois, on Lake St. Louis. Purely geographically, this would seem the most natural and direct route for a canal between these waters: I did not examine this route with instruments, but have become very well acquainted with the country. I believe it to require a longer canal, and although very feasible, yet possessing no advantages, and no extraordinary facilities to construction."

Mr. Mills is eagerly quoted where his remarks may be turned against the north, and religiously avoided where he denies the existence of any advantage on the south side. Indeed, to such an extent is this principle carried, that the obvious national advantages of the north shore are not even admitted. Not only so, but the reply of the Governor-general to the deputation in July last, is actually brought forward as obviating all military and ('38 to the contrary notwithstanding) political objections. His Excellency is assured by the proper authorities, that circumstances over which he has no control require the location of the canal on the south side; what, then, remains for a British Governor to say, than that it will be the duty of the Government to defend it. But is the canal to be placed on the south side merely because the British arms are able to defend one place more? Can any one doubt that the difference in cost not being very great, his Excellency would immensely prefer the north side?

The whole case may be stated thus: the great (that is the commercial) objects of the work will be equally well accommodated on either side, with, of course, equally efficient canals. In a military point of view, the canal on the north side would be national, whilst on the south side it might not only become useless, but might actually be turned against the country; hence a trifling difference in cost should not be considered in the decision. The great object is, therefore, to obtain a tolerable approximation to the relative costs. Now, there being no tunnels, large valleys, wide ravines to cross, or indeed any large works on either side, there remain only the earth-work and locks. The lockage will be the same on both sides, hence the difference in cost, 100,000 £, must be sought for in the earth-work almost exclusively. This sum is sufficient to remove 1,600,000 cubic yards of earth at 1 s. 3 d. per yard, 2,000,000 cubic yards at 1 s. per yard, or 2,600,000 cubic yards at 9 d. per yard. The least of these is an enormous mass of earth, and there can be no difficulty in pointing out where such an excess occurs on the north side. This admits of being stated clearly and concisely. Why, then, not come out openly at once, and say that we give the preference to the south side, because we have two or three millions of cubic yards less to remove than on the north side, or so much less rock, or whatever it may be, which increases the cost of that side 100,000 £ over the south side.

The estimates of different persons, made at different times, for works of different dimensions, convey no idea of the comparative engineering merits of rival lines; and unless you can procure something tangible and definite as to the actual quantity of work to be done on the south side, there will be no possibility of my being able to say whether you are right or wrong in the position assumed, that the south side offers no substantial advantages over the north, as regards facilities of construction.

It is said that Mr. Harwood's line, or the line on the north shore corresponding to the line of the Board of Works on the south side, would cost one fifth more than Mr. Mills' inland route, and would therefore amount to 389,000 £. Mr. Mills' estimate was for a canal of the size of the Cornwall Canal. Now I have understood that the lockage on that canal has cost about 3,000 £ per foot lift, which for 82 feet would give 246,000 £; only 9,000 £ less than the estimate of the Beauharnois Canal complete. There must, consequently, be a vast difference in size, yet the reader naturally infers that the comparison is just.

In stating that the line on the south side is shorter than that on the north, no allusion is made to the strong current between M'Pherson's Point and Lake St. Francis, and the reader infers that the upper termini are equally advantageous. The whole state of the case could not be given without admitting some inferiority; hence so much only is stated as is favourable to the Beauharnois side. Persons on the north side, on the other hand, cheerfully admit that Couvillon's Bay forms an excellent entrance, whilst Mr. Killaly denies the very laws of nature, and actually calls the north or west, the lee bank of the St. Lawrence.

It is but justice to the President of the Board of Works to state, that his answer to the objections urged against the sufficiency of the channels leading from Lake St. Francis to the upper terminus of the canal is full and explicit. The public is assured that "there are three entrances of from 600 to 1,200 feet in width each, and with a depth of water averaging from 12 feet to 20 feet." Now, although the very existence of these channels is still denied by many who have sounded them within the last few weeks, and although highly respectable persons confidently assert that there is not even a single channel 500 feet wide and 12 feet deep, instead of three, as above, I still think there must be some mistake in the matter. It is quite impossible to suppose the Board ignorant of the case, and equally impossible to suppose the mis-statement to have been made intentionally; for the infamy of the former would be rivalled by the atrocity of the latter supposition. I have not sounded across from the Beauharnois side to Clarke's Island, but as far as a "landsman" is able to judge, should pronounce the entrance, as regards current and exposure to the "Nor' westers," the quarter whence comes the heavy blows of autumn, as very far inferior to the old established landing on the north side.

No donations of land, or even money or materials, can be expected on the north side. I believe, also, that the land given to the province on the south side will be eventually paid for. What

interest

interest has the "habitan" of Beauharnois more than the farmer of St. Eustache, in the carrying trade between England and the States of Ohio, Michigan, &c.? When he discovers, as he soon must, that he has given away part of his estate in order to render that which is left less valuable and convenient, he will petition the legislature for relief. And when a private railway company in this Province cheerfully paid 25*l.* per arpent for the land occupied, giving every man a crossing on his farm, and aiding the drainage of his land by the construction of the road, does it become the Province of Canada to accept the trifling sum of a few thousand pounds worth of property, two or three per cent. on the probable cost of the work, obtained by some means or other from the habitants of Beauharnois.

I will, as soon as possible, forward on to Kingston the second part of this Paper, with a description and profile of the line, the amount of earth-work, and the result of my sounding the channels between Clarke's Island and the Beauharnois side.

It is but fair to observe, that the line on the north side, surveyed by myself without any assistant in eight or ten days, labours under great disadvantages as compared with the located line on the south side, which undoubtedly occupies the best ground, and on which many months have been spent with unlimited means. Great improvements may be made in the line on the north side, by the rigorous and systematic survey which precede a final location; hence some allowance should be made in comparing the best line on the south side with a line on the north, which can only be considered as a tolerably near approximation to the best line which that side affords.

To the Hon. R. W. Harwood, and  
John Simpson, Esq. M. P. P.

I have, &c.  
(signed) William R. Casey,  
Civil Engineer.

— No. 20. —

#### SECOND PART OF Mr. Casey's REPORT.

Gentlemen,

Coteau du Lac, 17 September 1842.

I now give you the detailed statements of the survey of the north side, with such calculations and information as, with similar data from the south side, will enable you to institute a fair comparison between the engineering merits of the rival lines.

The general result may be stated thus:—The entire length of the line, from M'Intyre's Bay, at the foot of Lake St. Francis, to the locks near the steam-boat landing, is  $14\frac{1}{2}$  miles, or about 15 miles if carried down to the St. Lawrence water. Of this distance,  $9\frac{1}{2}$  miles are artificial canal, and  $5\frac{1}{2}$  miles are in a ravine, which, with embankments at proper intervals, gives a large natural channel. The entire fall I make 82 feet 2 inches; but, as there was a very strong wind from the east, which must have raised the waters of the Ottawa at the Cascades when I took the last level, it will be proper to add two or three inches on that account, say 82 feet 5 inches, as given by Mr. Mills in 1833. The total quantity of excavation amounts to 1,840,000 cubic yards, for a canal nine feet deep, 75 feet wide at bottom, banks on both sides 12 feet high, 12 feet wide at top, and slopes both inside and outside, two horizontal to one vertical. Where the embankment exceeds the excavation, one-eighth is added, and the sum is put down as excavation. There are, therefore, 1,840,000 cubic yards to be handled to form the channel of the canal. The difference in cost of the two sides is said to be 100,000 *l.* nearly; and, as observed in the first part of this Paper, this difference must be sought for in the greater amount of excavation on the north side, the quality being the same. Rock will be encountered only at the upper end of the canal on the north side; and the estimate of loose and fast rock on this section by Mr. Mills, amounts to only 8,200 *l.* for his enormous canal. The present line will run a less distance through rock, and the dimensions are very little more than two-thirds of the other. Deducting, however, 10,000 *l.* for 40,000 cubic yards rock, and we have 95,000 *l.* equal to 1*s.* 0  $\frac{1}{2}$  *d.* per cubic yard, on the entire excavation of the north side, a price at which it would, I think, be readily taken by responsible contractors. To carry out the calculations of the Board of Works, there must be no excavation whatever on the south side, but a natural canal, requiring nothing more than the locks. But not only is there some cutting on the south side, but there is reason to believe that a much greater quantity of rock will be encountered on that side. Suppose the most favourable case, and one not at all likely to occur in practice, that is, a uniform depth of cutting of five feet, which is just sufficient to form the embankments, and the quantity to be excavated will be, for 12 miles, one million of yards, worth about 50,000 *l.*; so that there can be little risk in assuming that the saving in the earth-work must fall short of 40,000 *l.*, omitting all consideration of the rock on the south side, as well as of the very material saving which a complete survey must effect on the north side. An appeal will perhaps be made to River de Lisle, and the so-called "Rivers" Rouge and La Graise. These, as well as other minor considerations for and against the north side, will be given afterwards.

The length of the line on the south side has been hitherto taken at 12 miles, terminating near M'Pherson's Point. Between the mouth of the canal and the broad lake is a very strong current, against which a tug-boat could only draw a fraction of the load she would take with ease through the lake, whilst on the north side a steam-tug may start from the present wharfs with her full complement of barges, or the latter, if without steamers, may sail with the lightest fair wind up the lake. It will require a stiff breeze to enable a barge to reach the lake from M'Pherson's Point. To make an equally efficient canal, it must be carried up several miles higher, when, with an extensive breakwater to resist the "north-westers," it would, at best, be equal to the line on the north side. This opinion is directly at variance with that of the Board Works, "that no line on the north side can be found to equal in economy, in facility of navigation, or in freedom from the disturbing causes of flood and ice, the route intended to be pursued on the south side." If disposed to speak ironically of the western terminus on the south side, it would be in vain to search for more appropriate and cutting expressions than superior "economy," or "facility of navigation." To suppose that a barge can be taken even as easily from any point in Lake St. Francis (equi-distant from the proposed western termini of the two canals) to M'Pherson's Point and back,

as



as to M'Intyre's Bay and back, is to assume a position against the evidence of one's senses. Indeed, this, and the "three entrances of from 600 to 1,200 feet in width each, and with a depth of water averaging from 12 feet to 20 feet," are to me enveloped in mystery. A proper survey, to enable an engineer to state fully the capabilities of the entrance, would occupy several weeks, as the extent of water is very great, the shoals numerous, the channels very intricate, and the current very rapid. This was, of course, entirely out of my power; but, after sounding wherever there appeared anything like an entrance, I have not succeeded in finding more than eight or nine feet in depth, and a width of channel about one-third of that of one of the entrances of the Board of Works. Many persons, some Members of Parliament included, have of late examined this "unexceptionable entrance," and have, as far as I have heard, been no more fortunate than myself. To admit that the buoys now there designate the best entrance, is virtually to admit that, up to the 1st of August last, the Board were profoundly ignorant of the most important element; indeed the element which may be said to have decided the question in favour of the south; for, by assuming superior facilities of navigation, the line was reduced to 12 miles in length, with a corresponding diminution in cost. A copy of Mr. Thompson's chart, which "fully sustains the description" of the Board of Works, would, by pointing out the three entrances, put this question at rest.

The capabilities of the entrance must necessarily have come under the observation of Mr. Killaly two years since, when stating to Lord Sydenham his preference of the south side; of Mr. Keefer, when estimating the cost of the canal from Mr. Killaly's memorandum, dated 12th August 1841; of Mr. Keefer, again, in March last; of Mr. Tate, in April; of Mr. Keefer, when reporting the superior "facility of navigation" of the line on the south side over any line on the north, after examining "Mr. Harwood's line;" lastly, of Mr. Killaly himself, when writing his letter of the 1st August to Mr. Murdoch.

When comparing the lengths of the rival lines, the depth of practicable channel, the strength of current, and the general facilities of navigation should be taken into account; for these circumstances, if materially different on the two sides, might not only warrant, but even render expedient and proper, a considerably larger disbursement on the side offering the greater advantages to the trade. The Board of Works give the preference to M'Pherson's Point on the south, over M'Intyre's Bay on the north side, whilst I consider it not only inferior to the latter, but positively objectionable. It is obvious that persons engaged in the navigation of the river are the proper authorities to refer to, where there can be any room for doubt. It will be remembered that the objections are limited to the western entrance, the excellence of Couvillon's Bay being generally admitted, so that I have not examined it.

The following is a brief description of the route: The sketch given on the map gives a correct idea of the line as far as the ravine; thence to the Ottawa the route will be winding, but without any objectionable curves.

The line given on the profile commences at M'Intyre's Bay, crosses the point below, passing between Mr. Simpson's house and the road to the river, a distance of three-fourths of a mile; thence three-fourths of a mile on the banks of the St. Lawrence to near M'Bean's mill, where the line turns to the north and crosses the River de Lisle, about 800 feet above the bridge; thence to the River Rouge, near the highway, which it keeps near till past Mrs. Taylor's, where it strikes across to rather low ground, at the St. Emanuel road, a distance of four miles and a half nearly from the lake. From this point the line is very nearly straight for a distance of four miles and a half to the ravine, which it follows to the Ottawa. The head of the ravine is nearly a mile and a half from the river at the Cedars. With the exception of the point at the lake, the greatest height above the level of the lake is 5 feet 10 inches, for a few hundred feet behind Mrs. Taylor's. At the former place, the land, for 600 feet, is about eight feet above the lake, though this may be avoided by keeping on the bank of the river.

The only structures on this line from which that on the south can be free, are the dam across River de Lisle, the aqueduct or embankment across the Rouge, and the aqueduct over the La Grasse. A dam 350 feet in length over the first is estimated by Mr. Mills at 1,000*l.*, but I will put it down at 2,500*l.*, with a slide for logs; the aqueducts, 240 feet long each, are estimated by Mr. Mills at 8,000*l.*; I will, however, allow 10,000*l.* for two aqueducts 40 feet long each, in all 12,500*l.* But by placing an embankment of earth from the neighbouring cut, across the valley of the Rouge, with a sluice-way for the water in spring, at a cost of 500*l.*, the aqueduct would be saved, and a distance of 2,000 feet of large ravine would become available for navigation. Here would be a saving of 4,500*l.* on the aqueduct, as well as the excavation of 100,000 cubic yards of earth, worth at 1*s.* per yard, 5,000*l.*; in all 9,500*l.* leaving only 3,000*l.* against the north side. It is, however, immaterial which we take, as the advantages of the ravine cannot well be estimated at less than 20,000*l.*; for with the exception of about a mile, the width is such as to render unnecessary the constant annual repairs required on the banks of artificial canals, or the protection wall which will, in my opinion, be indispensable throughout these immense canals. It is even found necessary in the enlarged Erie Canal, which is less than one-half the size of this. The cost will not be less than 5,000*l.* per mile of canal, and at least four miles of the ravine will not require any. As this is a "steam-boat canal," the advantages of a channel varying from twice to five times the width of the artificial canal, will be apparent to all who duly appreciate the new mode of transportation to be introduced by these great works. As far, therefore as these secondary considerations go, the north has nothing to fear from an examination.

There remain, then, only the land, and the road, and farm crossings. If the line on the south side be only 12 miles long, there will be a saving of several hundred pounds; the farm bridges should be bought off on both sides, and the cost of the road bridges will, I believe, be twice as great as on the south side. On all these, the difference may be 5,000*l.* or 6,000*l.* against the north. A mile and a half of slope wall will be required on the north side against ——— on the south side. Only four or five culverts will be required.

An examination into these details merely confirms what is obvious to any eye at all accustomed to judge of ground; that the only substantial difference must be sought for in the excavation, which, again, depends on the length of the line and the depth of cutting, or, what is more important, the height of embankment. Thus the cost, with cuttings of seven and three feet, are about equal (five being the minimum), but the filtration and chances of failure are vastly greater in the latter

latter than the former case; the two profiles should therefore be compared with this object in view, as a break in this canal will make an impression not easily effaced.

If, therefore, you are enabled to procure the "definite and tangible" information alluded to in the first part of this Report, it will be very easy to see where the difference of cost is, what it is, and whether it is sufficient, supposing it to be in favour of the south side, to more than counter-balance the national advantages which, with a single exception, all unite in according to the north side. As to the precise amount, opinions will differ, some going as high as 100,000*l.* others as low as 10,000*l.*; but the generality will, perhaps, be between 10 and 15 per cent. on the probable cost, carefully determined from experience in Canada, where alone works of this magnitude are undertaken.

The calculations are based on the line down the ravine, but an excellent line may also be had on the table-land as far as the Cascades, with some peculiar advantages previously alluded to, and it is not impossible that this latter line might be entitled to the preference; but as the object of this paper is to give a general idea of the advantages and disadvantages of the north side, and not to compare rival lines on that side, the subject cannot be discussed here. These calculations show it to be scarcely possible that the difference in cost should be 50,000*l.*, even with a canal 12 miles long, and if carried up, as it in my opinion eventually will be, the cost will be equal to or above that on the north side; still the location will have been secured. As regards the other point, facilities of navigation, depth of water, &c., the Board will scarcely insist on the accuracy of Mr. Killaly's statements of 1st August last, as too many persons have, since that time, examined it themselves, with the result already given; if otherwise, however, it will be necessary to procure a chart of the three entrances with from 12 to 20 feet water.

I conclude with the remark, more than once made in this Report, that I believe the quantity of excavation may be considerably reduced by placing the line on the best ground, which, again, can only be done by full and systematic surveys.

All which is respectfully submitted,  
(signed) W. R. Casey,  
Civil Engineer.

To the Hon. R. W. Harwood, and  
John Simpson, Esq. M. P. P.

— No. 21. —

ESTIMATE of the probable Cost of constructing a CANAL between Lake St. Francis and Lake St. Louis. Locks 200 × 45 × 9. Canal 80 feet wide at bottom, 10 feet deep. Banks 14 feet high and 12 feet wide at top. Slopes 2 to 1.

SOUTH SIDE—INLAND. (*The Beauharnois Canal.*)

1st. From Channel in Lake St. Francis to Main Land :

	£.	s.	d.
Removing 19,100 cubic yards of boulder-stones from the points of the shoals between Isle aux Chats and the main land; the stones to be raised by the patent steam dredge (constructed on the principle of the steam excavator, now in successful operation in the United States), and deposited in the deep water below the shoals, a' 5s. - - - - -	4,775	-	-
Cost of dredge, 2,500 <i>l.</i> ; for its use on this service - - - - -	500	-	-
<i>Note.</i> —This is an item of expenditure, in my opinion, uncalled for at present, and may not be for 10 or 15 years to come. There is at present from 8 to 8½ feet water on the bar, in the main channel; whereas at Chimney Island, in the St. Lawrence, below Prescott, there is now no more than 7 or 8 feet. It is believed that for a number of years, or until the obstructions in the lakes are removed, and the channels better known and marked out, steam-boats of greater draught than seven feet will not be used, and for these the channel is quite sufficient as it is.			
Excavation below surface of water, at the entrance of the canal, 5,500 cubic yards - - - - - a' 1s. -	275	-	-
Boulder-stones that may be found in this excavation, 1,000 cubic yds. a' 1s. extra	50	-	-
Forming the end of the pier from the excavation - 1,500 " a' 6 <i>d.</i> "	37	10	-
Slope wall for its protection - - - - - 150 " a' 7 <i>s.</i> 6 <i>d.</i> "	56	5	-
Coffer-dam (no pumping, as the water can be drawn off through the canal) - -	600	-	-
Timber bulwark, for the defence of the point of the pier, 550 cubic yards, at 9 <i>s.</i> -	247	10	-
	1,266	5	-
TOTAL of the First Item - - - £.	6,541	5	-

2d.—The Canal from the Main Land to Water in Lake St. Louis :

	£.	s.	d.	£.	s.	d.
Excavation to ⊙ 29–65 chains - - - - - 204,500 c. yds. a' 11 <i>d.</i> - -	9,372	18	4	11,322	18	4
Embankment from Excavation - - - - - 12,000 " " 6 <i>d.</i> - -	300	-	-			
Loose stone in the above - - - - - 15,500 " " 1 <i>s.</i> extra	775	-	-			
Stones to be blasted - - - - - 5,000 " " 2 <i>s.</i> 6 <i>d.</i> "	625	-	-			
Stones carried more than 300 ft. to face the bank 5,000 " " 1 <i>s.</i> - -	250	-	-			
Excavation to ⊙ 66–95 chains - - - - - 199,000 " " 10 <i>d.</i> - -	8,291	13	4	9,641	13	4
Embankment - - - - - 14,000 " " 9 <i>d.</i> - -	525	-	-			
Loose stones to be excavated - - - - - 9,000 " " 1 <i>s.</i> extra	450	-	-			
Stones to be blasted - - - - - 3,000 " " 2 <i>s.</i> 6 <i>d.</i> - -	375	-	-			





PAPERS RELATING TO

distance of 30 chains, along the shoal lying on the south side of the Channel, and terminating at the point where the Channel is narrowest. This would cost much about the same as the work estimated, being as follows :

										£.	s.	d.
Towing-path along back	-	-	28,160	c. yds. a'	8	d.	-	-	-	-	938	13 4
Ditto	-	-	to point of shoal	-	31,680	"	"	1	s. 6	d.	2,376	- -
Removing points of shoals	-	-	6,800	"	"	5	s.	-	-	-	1,700	- -
Use of the steam-dredge	-	-	-	-	-	-	-	-	-	-	500	- -
										£.	5,514	13 4

Office of the Board of Works, }  
Kingston, 1 October 1842. }

Samuel Keefer,  
Engineer, Board of Works.

— No. 22. —

ESTIMATE of the Probable Cost of Constructing a Canal between *Lake St. Francis* and *Lake St. Louis*: Locks 200 × 45 × 9 feet; Canal 80 feet wide at bottom, 10 feet deep; banks, both sides, 14 feet high and 12 feet wide at top; slopes 2 to 1.

North side—Inland.

The line upon which the following estimate is made commences at M'Donald's Point, at the foot of Lake St. Francis, runs along the edge of the St. Lawrence to River à Delisle, which is crossed by a dam; crosses the River Rouge by a large culvert, near its mouth; crosses the River à la Graisse in the same manner, and strikes into the ravine, which debouches into the Ottawa, above the Cascades. The last lock is placed near the point of the Cascades, so as to carry the Canal to St. Lawrence water, in Lake St. Louis; and between the water lock and the mouth of the Quinz-chiens River a single bank is constructed on the river side, raising this reach six feet above the Ottawa, and thus obviating the difficulty of excavating under water.

1st.—From the Channel in Lake St. Francis to the Main Land :										£.	s.	d.	£.	s.	d.		
Excavation under water	-	-	-	-	5,400	c. yds. a'	1	s.	-	270	-	-	1,695	8			
Boulder stones that may be found in this excavation	-	-	-	-	2,700	"	"	1	s. extra	135	-	-					
Forming the end of the pier from the excavation	-	-	-	-	7,466	"	"	6	d.	186	13	-					
Slope wall for its protection	-	-	-	-	150	"	"	7	s. 6 d.	56	5	-					
Coffer dam (no pumping required, as the water can be drawn off through the Canal)	-	-	-	-	-	-	-	-	-	800	-	-					
Timber bulwark, for the defence of the pier head	-	-	-	-	550	yards, a'	9	s.	-	247	10	-					
2.—The Canal from the Main Land to Water in Lake St. Louis:																	
Excavation, first section	-	-	-	-	132,740	c. yds. a'	1	s.	-	6,637	-	-	39,953	13	4		
Ditto - second ditto	-	-	-	-	444,700	"	"	10	d.	18,529	3	4					
Loose stones in the above	-	-	-	-	62,000	"	"	1	s. extra	3,100	-	-					
Solid rock in ditto	-	-	-	-	54,000	"	"	4	s.	10,800	-	-					
Embankment from excavation	-	-	-	-	35,500	"	"	6	d.	887	10	-					
Excavation, third section	-	-	-	-	562,700	"	"	10	d.	23,445	16	8	100,694	7	6		
Ditto - fourth section	-	-	-	-	44,300	"	"	8	d.	1,476	13	4					
Ditto - fifth ditto	-	-	-	-	498,750	"	"	9	d.	18,703	2	6					
Ditto - sixth ditto	-	-	-	-	70,220	"	"	8	d.	2,340	13	4					
Ditto - seventh ditto	-	-	-	-	205,900	"	"	9	d.	7,721	5	0					
Ditto - eighth ditto	-	-	-	-	1,103,830	"	"	8	d.	36,794	6	8					
Embankment in the above sections	-	-	-	-	160,000	"	"	9	d.	6,000	-	-					
Loose stones	-	-	-	-	46,000	"	"	1	s. extra	2,300	-	-					
Stones to be blasted	-	-	-	-	15,300	"	"	2	s. 6 d.	1,912	10	-					
Slope wall, two miles of canal (both sides)	-	-	-	-	11,000	"	"	7	s. 6 d.	4,125	-	-	4,725				
Grubbing and clearing	-	-	-	-	50	acres a'	-	12	l.	600	-	-					
Guard lock	-	-	-	-	-	-	-	-	-	11,500	-	-	125,000				
Eight lift locks, each	-	-	-	-	-	-	-	-	12,500	l.	100,000	-					
Dam and waste-weir at River à Delisle	-	-	-	-	-	-	-	-	-	2,500	-	-					
Two large culverts, Rivers Rouge and à la Graisse, each	-	-	-	-	-	-	-	-	3,500	l.	7,000	-					
Four small ditto, each	-	-	-	-	-	-	-	-	1,000	l.	4,000	-					
Catch-water drain, 14 miles, a'	-	-	-	-	-	-	-	-	65	l.	910	-	6,760				
Fencing on one side, 14 miles, the other side 11 miles = 12½, a'	-	-	-	-	-	-	-	-	320	l.	4,000	-					
Two toll-collectors' houses, each	-	-	-	-	-	-	-	-	250	l.	500	-					
Nine lock-keepers houses, each	-	-	-	-	-	-	-	-	150	l.	1,350	-					
Six swing bridges, a'	-	-	-	-	-	-	-	-	1,600	l.	9,600	-					
Damages, and compensation for bridges	-	-	-	-	-	-	-	-	-	7,500	-	-	18,850				
Six bridge-houses, each	-	-	-	-	-	-	-	-	125	l.	750	-					
Directing the course of the Quinzchien River	-	-	-	-	-	-	-	-	-	1,000	-	-					



PUBLIC WORKS (CANADA).

175

	£.	s.	d.	£.	s.	d.
Coffer-dam and pumping for the eighth lock - - - - -	1,500	-	-			
Earth excavation under water - - - - - 7,400 c. yds. a' 1 s.	370	-	-			
River bank, between eighth and ninth lock - - - 123,400 " " 1 s. 6 d.	9,255	-	-			
Coffer-dam and pumping at ninth lock - - - - -	3,500	-	-			
Rock excavation for formation of lock - - - - - 2,340 c. yds. a' 5 s.	585	-	-			
Slope wall for protecting river-bank - - - - - 4,000 " " 7 s. 6 d.	1,500	-	-			
Lock No. 9, six-feet lift - - - - -	12,500	-	-			
				29,210	-	-
TOTAL of Second Item - - - - -	£.			325,193	-	10
3d.—Excavation under Water to the Channel in Lake St. Louis, &c. :						
Excavation under water, none.						
Piers - - - - - 8,733 c. yds. a' 7 s. 6 d.	3,274	17	6			
Sea-wall - - - - - 5,688 " " 2 s. 6 d.	711	-	-			
Filling in behind south pier - - - - - 5,666 " " 1 s. 6 d.	424	19	-			
				4,410	16	6

SUMMARY.

First item - - - - -	£. 1,695	8	-	£.	s.	d.
Second item - - - - -	325,193	-	10			
Third item - - - - -	4,410	16	6			
Superintendence and contingencies, 7 per cent. - - - - -				331,299	5	4
				23,190	19	-
TOTAL - - - - -	£			354,490	4	4
In order to draw a just comparison between the cost on this and the cost on the south side, it is but fair to add to this estimate the extra charge of three bridge and two lock-attendants, making five in all, more than are required on the south side. At 60 <i>l.</i> per annum, their pay would amount to 300 <i>l.</i> , which, at six per cent., is the interest on - - - - -				5,000	-	-
Estimate for the north side - - - - -				359,490	4	4
Estimate for the south side - - - - -				255,900	-	-
Difference in favour of the South Side - - - - -	£.			103,590	4	4

NOTE.

c. yds. c. yds. c. yds.  
 In this estimate there are 3,076,000 of exc'n.; 289,066 embank't.; and 56,340 solid rock.  
 In Mr. Mills' there are 2,788,913 of exc'n.; 310,139 embank't.; and 81,676 solid rock.  
 Mr. Casey has - - - 1,840,000 of exc'n.; none stated. none stated.

Office of the Board of Works, } Samuel Keefer,  
 Kingston, 1 October 1842. } Engineer Board Works.

— No. 23. —

Detailed ESTIMATE of the probable Cost of a Canal on the North Shore of the *St. Lawrence*,  
 by *W. R. Casey*, Civil Engineer.

Kingston, 3 Oct. 1842.

THE object of my examinations and report was not to furnish an estimate of the probable cost of a canal on the north side, but merely to show that the Hon. H. H. Killaly was wrong in leading the public to believe that a canal on the north side would cost 100,000*l.* more than on the south side; also, that he was in error in asserting the existence of three channels, with from 12 to 20 feet of water at the western terminus. As I understand it, the Board admit that no trace of a single such channel can be found, so that there remains only the comparative costs.

The great items are the lockage and earth work; the minor ones are the aqueducts, culverts, bridges, protection wall, and cost of land, including farm bridges. Now, as the lockage is the same, and as the total cost of the minor items on the north side is (exclusive of land) only about 30,000*l.*, the principal difference must be sought for in the excavation, the cost of which on the north side would little, if at all, exceed 120,000*l.* The quality of the earth being the same, the piers should be the same on both sides; and as they are rather high in the following estimate, they may require reduction in comparing them with the prices of the Board of Works.

ESTIMATE.					c. yds.	£.
Coteau du Lac to St. Emanuel Road, 4-4 miles	-	-	-	-	993,515	
St. Emanuel Road to ravine, 4-5 miles	-	-	-	-	639,015	
3,400 feet embankment to first lock	-	-	-	-	68,000	
Embankment in ravine	-	-	-	-	322,100	
Towpath in ditto	-	-	-	-	80,000	
Ravine to locks, 4,000 running feet	-	-	-	-	88,000	
Extra embankment at River à la Grasse	-	-	-	-	30,000	
					2,220,631	a' 1 s. 111,031
Seven road bridges, a' 1,500 l.	-	-	-	-	-	10,500
8,000 running feet protection wall, 12,000 cubic yards, a' 10 s.	-	-	-	-	-	6,000
Dam over River de Lisle	-	-	-	-	-	2,500
Aqueduct over Rouge, 2,222 c. yds. masonry, a' 1 l. 15 s.	-	-	-	-	£. 3,888	
60 lineal feet wooden trunk, a' 5 l.	-	-	-	-	300	
Horse-path, 60 feet, a' 2 l. 10 s.	-	-	-	-	150	
					-	4,338
Aqueduct over River River à la Grasse	-	-	-	-	-	4,338
Five culverts, 6 feet span, 1,750 cubic yards masonry, a' 1 l. 15 s.	-	-	-	-	-	3,062
50,000 cubic yards rock, at 5 s.	-	-	-	-	-	12,500
					£.	154,269
Total cost of earth work, rock, bridges, culverts, aqueducts, dam, and protection wall, of 14 <sup>4</sup> / <sub>5</sub> miles of canal, from locks at Cascades to M'Intyre's Bay at Lake St. Francis. The cost of land and farm bridges I do not know.						
Cost of earth work and rock, as above						£. 123,531
Mr. Mills' inland route						£. 133,716
Deduct <sup>1</sup> / <sub>5</sub> for difference in dimensions						22,286
						111,430
Exceeds Mr. Mills' estimate the sum of						£. 11,101

For a much more expensive route.

I mention this, not as doubting the accuracy of Mr. Mills' estimate, but merely to show that I have not attempted to make a low estimate of that portion of the work on the north side, on the value of which hangs the decision of the Committee, according to my view of the case.

Now as regards quantity, by Mr. Mills' estimate					c. yds.	3,250,728
As per my estimate					c. yds. 2,270,630	
Quantity saved by ravine, deducted from line above ravine					378,918	
					2,649,548	
Add <sup>1</sup> / <sub>5</sub> for difference in size					529,909	
					-	3,179,457
Difference					-	71,271

It is possible that the 310,139 cubic yards of embankment in Mr. Mills' estimate are included in the excavation. In that case my estimate would exceed his 238,868 cubic yards; otherwise, it would fall short of his estimate 71,271 cubic yards, or nearly 2 <sup>1</sup>/<sub>4</sub> per cent. Where the embankment exceeds the excavation, I have added <sup>1</sup>/<sub>5</sub>, and put the sum down as excavation, which consequently gives the total number of yards to be handled to form the canal. The dimensions are 80 feet bottom, 10 feet deep; banks, 12 feet at top, 14 feet high, and slopes 2 to 1.

The north side admits of three routes; that by the river, on the table land, and in the ravine. The last has been adopted in this estimate, but no opinion is given as to their relative merits.

Lastly, I feel very sure that considerable reductions can be made in the excavation, if as minutely surveyed as the line on the south side.

All which is respectfully submitted.

(signed) W. R. Casey, Civil Engineer.

LETTER from the Acting Clerk of the Executive Council, enclosing Copy of a Report of a Committee of the Council on the Necessity for an immediate Extension of the Public Works.

Sir, Executive Council Office, Kingston, 5 October 1842.

I HAVE to acknowledge the receipt of your note of this morning, and herewith transmit you a copy of an approved Report of a Committee of Council on the subject of the Beauharnois Canal, which is the only proceeding relative thereto on record in this office.

To G. Moffat, Esq. } I have, &c.  
Chairman Committee Beauharnois Canal. } (signed) Wm. H. Lee.



COPY of a REPORT of the Committee of the Executive Council, dated 13th June 1842, approved by his Excellency the Governor-general in Council the same day, on the Subject of the Necessity for an immediate Extension of the Public Works.

THE Committee of Council have, in pursuance of your Excellency's instructions, had under consideration the subject of the necessity for an immediate extension of the public works not yet authorized to be proceeded in, in order to meet the pressing emergency of providing for the great amount of immigration which appears to be coming into the province, as well from Great Britain as of British subjects from the neighbouring States.

The committee think it desirable, for the purpose of giving immediate employment to the immigrants, to proceed at once with the continuation of the great St. Lawrence navigation, by taking steps to commence the works necessary to connect the waters of Lake St. Francis and Lake St. Louis; and as the secretary of the province for Canada East has stated that the City Bank of Montreal are prepared at once to furnish the funds necessary to enable the government to commence these works, the committee are of opinion that it is advisable to proceed forthwith, and accordingly recommend that the Board of Works be instructed to take the necessary steps to commence the construction of these works, and that the receiver-general be instructed to close with the offer of the City Bank of Montreal for a loan of 20,000 *l.*, to enable the Board of Works to carry on the operations for the present season.

As the president of the Board of Works has stated his opinion, which has been recently confirmed by a minute survey, that a connecting line of water communication between the lakes referred to can be much more advantageously placed upon the south side of the St. Lawrence than on the north side, both as regards the permanency of the works and the cheapness of their construction, and efficiency when completed,

The committee are of opinion that the course of the canal should be on the south side of the river, and that the Board of Works be authorized to proceed accordingly.

(Certified.)

(signed) *Wm. H. Lee.*

— No. 25. —

(1,164.)

LETTER from Secretary of Board of Works, respecting the Detention of Witnesses for Cross-examination by the President of the Board.

Sir,

Board of Works, Kingston, 4 October 1842.

HAVING examined the evidence relating to the canal to connect Lake St. Francis with Lake St. Louis, handed me by Mr. Todd, clerk of the committee, I have the honour to inform you that I cannot see the least necessity for detaining the pilots or others, not scientific persons, for cross-examination by the president of the Board. As you requested, I have consulted with the Hon. Mr. Harrison, who fully concurs in the view I had taken.

The Hon. Geo. Moffatt,  
Chairman St. Lawrence Canal Committee.

I have, &c.  
(signed) *Thos. A. Begley,*  
Secretary.

— No. 26. —

EXTRACT from Proceedings of the Board of Works; 13th December 1839.

Ordinary Meeting.—Present. Messrs. McCord, chairman, de Bleury and Redpath.

THE Board examined the reports and plans of the different engineers who have been employed to examine and report upon the best means of constructing a canal to unite Lake St. Francis with Lake St. Louis; and the secretary is now instructed to draw up a report on the same, embodying the following heads:—To show the difference between the various reports already made; that they are partial; and that the Board will be unable to give an opinion of the best route to be adopted until they have sent an engineer, in whom they can place confidence, to examine the different lines.

(Certified a true copy.)

(signed) *Thomas A. Begley,*  
Secretary Board of Works.

— No. 27. —

(28.)

REPORT of the Board of Works to His Excellency the Governor-general, relative to the *Beauharnois* Canal.

Sir,

Board of Works, Montreal, 14 December 1839.

IN reference to the communication of his Excellency the late Governor-general, dated 13th October last, requiring the opinion of this Board "whether, for the completion of the St. Lawrence Canal, it would be advisable to run it on the south or north side of the river," the Board beg leave respectfully to report:—

595.

That

That having carefully examined the reports, plans, and estimates of Messrs. Baird and Stevenson, on the practicability of constructing the said canal through the seignory of Beauharnois, and those of Mr. J. B. Mills, for the same, through the seignories of Loulanges and Vaudreuil, they find themselves unable to arrive at any conclusive opinion on this subject, for the want of more information.

The Board find that the engineers who have been employed to report on these routes have confined themselves in their examinations each to his own side of the river, and consequently that no investigation by a professional person has yet been made as to their comparative merits. The Board are further of opinion, that a route may be found for this canal possessing many decided advantages over any that has yet been proposed; and in order to enable them to report satisfactorily on the reference now before them, they are desirous of engaging a skilful and competent engineer to make such examinations as they shall direct.

The Board therefore respectfully request that his Excellency will be pleased to authorize the employment of an engineer to make, under instructions that he shall receive from this Board, such examinations as will enable them with confidence to report to his Excellency on the proper route to be adopted for this highly important improvement.

The Assistant Civil Secretary,  
&c. &c. &c.

I have, &c.  
(signed) *J. S. McCord*,  
Chairman Board of Works.

— No. 28. —

EXTRACT from a Report made by the Board of Works, dated 20th February 1840, to His Excellency the Governor-general.

“THE Board are at present unprepared to decide the preliminary question submitted, namely, on which side the St. Lawrence, between the Lakes St. Francis and St. Louis, the canal should be located, for the reasons set forth in their Report, No. 28; but should it please your Excellency to grant the prayer thereof, the Board are of opinion that they will be enabled to submit to your Excellency's consideration a more advantageous and less expensive line than any yet proposed for that object.”

— No. 29. —

EXTRACT from that part of the Report of the President of the Board of Works to the Governor and Council, dated 12th May 1842, relating to the Canal from the Coteau to the Cascades.

“£. 500. This sum is to cover cost of surveys, estimates, &c. The Board would strongly recommend that some progress with the works of this section should be authorized this year, so that it may be completed in 1844, no work having been yet commenced on it. Several lines have been explored for its route, chiefly on the north side of the river, to which the Board of Works, conceiving there was much objection, as to difficulty of construction and expense, have had the line formerly selected by Mr. Stevenson, on the south side of the river, carefully re-surveyed by a competent engineer. The result of the survey fully confirms the view the Board had taken of it, the line being in every respect preferable to that on the north side, and the work can be executed at a very reduced cost.

“An objection has been made by some, in a military view, to having it on the south side, to which the Board of Works do not attribute any weight, more especially as the Cornwall portion of the navigation (nearly completed) is within musket-shot of the American territory, as will necessarily be other portions of the general line also; whereas this portion, as proposed, is about 20 miles from the frontier.

(Certified a true copy.)

(signed) *Thomas A. Begley*,  
Secretary Board of Works.

— No. 30. —

EXTRACT from Colonel *Phillpott's* Report, dated 24th of October 1838.

AFTER Colonel Phillpotts states his objections to the south side, in a military point of view, he continues—

“To this it may be answered, that the communication now under consideration is chiefly, if not altogether, intended for commercial purposes, and that the whole line of the St. Lawrence would be so much exposed, in the event of a war, as to preclude its use to any great extent. This important question, however, requires full consideration, and it will of course be decided by higher authority than the report of any individual. I have here provided for placing the canal on the north side of the St. Lawrence, according to Mr. Mills' plan; and if Mr. Baird and Mr. Stevenson are correct, the sum I have mentioned will be more than sufficient for placing it on the south side, if that route shall be finally determined on.

“I think it probable that, by putting one or two dams across from the south shore to Grand Isle, the river itself may be made navigable nearly all the way to St. Timothy; but I have not yet had an opportunity of examining the ground sufficiently to enable me to speak positively on the subject; I am, however, induced to believe that in any case it may be found possible to construct a canal on the south shore cheaper than on the north.”



— No. 31. —

REPORT on a SURVEY of the River *St. Lawrence*, between Cote à Colonge and Coteau du Lac, by *Henry G. Thompson*, Surveyor and Civil Engineer.

To *John Jones*, Esq. Chairman, &c.

Sir,

I HAVE the honour to submit the following report of the survey executed by me, in compliance with the instructions communicated in your letter of the 12th August; the words of which are here set down, viz.:—

The commissioners appointed to survey Lake St. Louis and other places, under the Act 6 Will. 4, c. 23, having engaged your services for a portion of the survey and planning of the River St. Lawrence, from Cote à Colonge to the mill at the Cedars, and from the village of the Cedars to Coteau du Lac,

“The object of the survey, you will find by the Act, a copy of which is now handed you, is ‘to obtain such information as may serve to guide the Legislature with regard to the work which it is proper to undertake, for establishing within the limits of Lower Canada a water communication, corresponding, if possible, with that which the Legislature of Upper Canada has undertaken to establish on the River St. Lawrence, near Cornwall, in the said province of Upper Canada.’

“As the waters of the St. Lawrence are liable to vary in depth at different times, it will be expedient that you ascertain, from persons living on its shores, the lowest level of the water at any past time, upon which to reduce all your soundings as the true depth of the water. It will also be necessary that you set up some permanent mark, graduated in feet and inches, in order to rectify your soundings to the same level during the progress of your work. In order that the commissioners be informed of the progress of your survey, you are desired to make weekly reports in abstract of your work, by letter addressed to the chairman of the commission, at Quebec.”

At a meeting, held in Montreal, of the commissioners, on the 12th August, I was further instructed to use as my guide in the proposed survey the map of that part of the River St. Lawrence which lies between the Coteau du Lac and the Cascades, executed by Alexander Stevenson, Esq., and also to limit my survey to the taking of soundings, and the ascertaining of the velocity of the current at different points.

The details of the survey with which I was thus entrusted are laid down in the plan hereunto annexed, and to which I beg leave to refer you. On the 15th August, my operations were commenced at Pointe au Moulin, and continued thence in the first instance to Pointe au Chenette. The soundings laid down on the plan show great irregularity in the depth of the water of the bay extending between the two points. On the plan are laid down six lines of soundings, taken in the bay; the first at 20 yards from the shore, the second at 40 yards, the third at 100 yards, the fourth at 180 yards, the fifth at 280 yards, and the sixth at 400 yards; the average interval between the soundings on each line is about 60 yards. I ascertained, from persons living on the shore, that the water was generally a foot and a half lower than at the time of my survey. I erected a graduated water-mark, but derived no assistance from it, as the waters neither increased nor abated during my stay. The soundings are reduced one foot and a half, agreeably to the information I received. At Pointe au Moulin I ascertained, by one experiment, the velocity of the current to be seven knots an hour: an accident which occurred to the log-line prevented me from repeating the experiment, but I have reason to believe that the result which I have marked is correct, within a few yards. From Pointe au Moulin the current diminishes gradually; and at Pointe au Chenette, I ascertained its velocity to be  $3\frac{1}{2}$  knots an hour, being the mean of seven experiments. There are a number of shoals of stone running out from the shore, from 80 to 90 yards; they will be found on the plan, indicated by dots. For three-fourths of the distance, from the extremity of the canal to the west of Pointe au Moulin, there is a continuous channel of five feet reduced in depth; and for the remaining fourth, I found a channel of 15 feet. From Pointe au Chenette to Pointe au Coulonge, are laid down on the plan three lines of soundings, at the distances from the shore, and with the average interval above mentioned. I found that the current continued to increase gradually, and that at Pointe Coulonge its velocity was  $4\frac{1}{2}$  knots an hour, being the mean of seven experiments. At the distance of 100 yards from the shore, and between the two points, as by the plan, there is a continuous channel of at least 16 feet in depth. Between Points au Moulin and au Chenette the current is strong, and may be pronounced unnavigable by ordinary craft beyond the lines of soundings.

From the steam-boat wharf to Pointe Boudette, the lines of soundings laid down on the plan are irregular in number; those along the shore are generally at the respective distances above mentioned. As in the previous survey, I erected a graduated water-mark, but again found no variation: the information regarding the general depth of the water corresponded with what I had previously received. At McDonald's Point I found the velocity of the current to be  $2\frac{1}{2}$  knots an hour, lower down,  $2\frac{1}{4}$ ,  $2\frac{1}{2}$ , and  $1\frac{3}{4}$  knots, being in each case the mean of four experiments. At French's Reef, I found it to be  $4\frac{1}{2}$  knots an hour, and at Evat's Point  $3\frac{1}{2}$  knots, being in each case the mean of four experiments. The current at Pointe Boudette is weak, and easily surmounted; the water in the small bays between the steam-boat wharf and the latter affords a channel, which varies from three to four feet in depth, and is generally rapid.

Between Pointe Boudette and Point au Diable I made several lines of soundings, which will be found exhibited on the plan; there is an excellent channel running close to the shore over clay bottom, with a gentle current; at Point au Diable the current is found to increase to  $5\frac{1}{2}$  knots.

Between Point au Diable and Point Biron I found abundance of water, and a gentle current; at the latter point its velocity reaches 5 knots an hour. The plan exhibits all the varieties of the current, and of its depth.

From Pointe Biron the velocity of the current diminishes, and in approaching the Cedars it becomes very gentle. Between Pointe Marcoux and King's Wharf, and at a distance of 80 yards from the shore, I found from 12 to 24 feet of water. The cross soundings show the depth of water between opposite points.

The above survey was concluded on the 8th of September.

I have, &c.

Montreal, 22 September 1842.

(signed) *Henry G. Thompson.*

— No. 35. —

REPORT on a SURVEY of that portion of the *St. Lawrence* between Lakes *St. Louis* and *St. Francis*, by *Henry G. Thompson*, Surveyor and Civil Engineer.

Sir,

Montreal, 31 December 1836.

I HAVE the honour to report to you that, on the 24th September 1836, I received instructions to proceed to make a survey, take soundings, &c. of that portion of the River *St. Lawrence* which is comprised between Lakes *St. Louis* and *St. Francis*.

Agreeably to those instructions, I engaged men, laid in provisions, &c., and on the 1st October arrived at the foot of Lake *St. Francis*, on the south shore of which I commenced my operations.

I may here remark, that throughout the survey the weather was exceedingly unfavourable, and frequently days elapsed during which I could not employ the men on the service.

The plan which accompanies this Report exhibits in detail the work performed. You will perceive, Sir, that the survey was commenced at the lower extremity of Lake *St. Francis*, and continued thence (downwards) to Lake *St. Louis*, between Station Z. and 87; the survey was trigonometrically executed; and, from the latter, scaled.

Between Cat Island and the south shore lies a shoal, as indicated on the plan; the river affords a good channel, on either side of the shoal, of 16 feet. Below the surface of the shoal I found a gravel composition.

From station 4 to station 8, the current was ascertained to be gentle; from station 8 to station 12, the rapidity of the current increases; and at M'Pherson's Point it obtains  $2\frac{1}{2}$  knots per hour, as indicated on the plan. From station 12 to station 24 exists a series of strong rapids. In the Bay, between station 24 and station 30, I found from 10 to 30 feet of water, and a gentle current. In front of station 31, a shoal exists, with from one to two feet of water; below the surface of this shoal, I found, as in the preceding one, a gravel composition. From station 30 to station 34, the current is gentle; the water varies in depth from seven to 24 feet. From station 34 to 40 the current is smooth and very strong, as indicated on the plan. Between station 40 and station 46, exist the crooked rapids; in the rapids, and above them, I attempted to take soundings, but could not succeed with such accuracy as might be indicated on my plan; I, however, took a few soundings in running down. From station 46 to 56 exists a very strong current, which it was impossible for me to sound. From station 56 to station 90, exists the Cedar rapids; and from station 90 to station 99, I found a very smooth and rapid current. Between stations 99 and 110 I was able to take a few soundings, as indicated on the plan. From station 110 to 128 exist that series of unnavigable waters known as the Cascade rapids. Station 131 is at the head of Lake *St. Louis*, where I found a good harbour, and abundant water.

The waters on the south shore of the River *St. Lawrence*, between the two lakes, are extremely unequal, and in my humble opinion, unnavigable. There are only two bodies of water between the extreme points of the survey, that could be used for the purposes of navigation. They will be found indicated on the plan.

By my instructions I was directed to take levels between portions of navigable waters, and had it been in my power I should have done so; but in consequence of the advanced season, and the absolute refusal of my men to continue their engagements, I was compelled to limit myself to the single level indicated on the plan; it will be found laid down in feet. From station 30 to station 131, it will be necessary to take the levels by land, as the waters between those points are unnavigable.

I beg leave to say, that the survey was executed with great care, and that in point of accuracy the plan may be depended on.

John Jones, Esq.  
Chairman, &c.

I have, &c.  
(signed) *Henry G. Thompson*.

— No. 33. —

LETTER from the Receiver-General to the Cashier of the City Bank of *Montreal*, respecting a Loan of 20,000 *l.* for Public Improvements on the River *St. Lawrence*.

Sir,

Montreal, 14 June 1842.

It having been communicated to the Government that your bank would be disposed to afford accommodation, by way of loan, to carry on the public works in the province, until arrangements are completed in England to realise the money granted by the Legislature at its last session, to the extent of 20,000 *l.*, I am desired and authorised to inform you, that your assistance will be cheerfully accepted. This loan is required exclusively for public improvements, and will be expended on the same, under the Board of Works; and as the Board will draw on me by warrant, I will give cheques to the respective parties on your bank; consequently, such monies as I may pass my promissory note, at three months after date, will be placed to my credit.

The promissory notes will be redeemed by either drafts on England, or by payment in Montreal.

I have, &c.  
(signed) *John H. Dunn*,  
Receiver-General.

*P. S.*—Drafts drawn on you on my account, signed by Bernard Turquand, and countersigned by Thomas Cary, my clerks, will be as though signed by myself.

To C. H. Castle, Esq.  
Cashier of the City Bank, Montreal.

(A true copy.)  
(signed) *B. Turquand*,  
Chief Clerk.

Receiver-General's Office,  
8 October 1842.



— No. 34. —

(Copy.)

LETTER from the Cashier of the City Bank of *Montreal* to the Receiver-general, in reply.

Sir,

City Bank, Montreal, 16 June 1842.

IN pursuance of the understanding come to with you, for the purpose of carrying into execution an order of the Governor-general in Council, passed on Monday the 13th instant, authorising you to effect a loan for the purpose specified in the said order, I have this day placed to your credit in this bank the sum of ten thousand pounds currency (10,000 £.), and hereby undertake that a further sum of 10,000£. shall, in like manner, be placed at your disposal on the 1st August next.

I shall therefore feel obliged by your transmitting to me, at your earliest convenience, an acknowledgment of the receipt of this letter, together with your note for 10,000£., payable with interest, at such time within a twelvemonth as you may prefer. In the meantime,

I have, &amp;c.

(signed) *C. H. Castle*, Cashier.

*P. S.*—I shall, as you desire, honour drafts drawn on your account, signed by Bernard Turquand, and countersigned by Thomas Cary.

Honourable John H. Dunn, Esquire,  
Receiver-général, Kingston.

(A true copy.)

(signed) *B. Turquand*,  
Chief Clerk.

Receiver-general's Office,  
8 October 1842.

— No. 35. —

COPY of the Fourth Report of the Standing Committee of the House of Assembly of *Lower Canada*, on Roads and Public Improvements.

THE Standing Committee of your Honourable House, on roads and public improvements, pursuant to their order of reference, proceeded to the examination of the Report of the commissioners named under, and in virtue of an Act passed during the last session of the provincial Parliament, intituled, "An Act for Improving the Internal Navigation of this Province," to cause plans to be made, and levels to be taken, for the purpose of ascertaining whether it is practicable to improve the navigation of the River St. Lawrence, for steam-boats or other vessels, between Lachine and the line which separates this province from the province of Upper Canada, with the accompanying plans, estimates, and documents, and have the honour to report as follows:—

The general advantages to arise from the improvement of the navigation of the St. Lawrence, between the Cascades and Lake St. Francis, were fully understood by the house when they passed the aforesaid Act, under the authority whereof the above-mentioned commissioners were named, and have acted.

The objects of that Act have, in the opinion of your committee, been fully accomplished by the enlightened zeal of the commissioners; and your committee cannot, in justice, withhold the expression of their unqualified approbation of the able and judicious proceedings and recommendations of Mr. Mills, the civil engineer, selected by the commissioners to examine the site of the proposed improvements, and to make the requisite estimates.

It appears, however, not to have been in their power to ascertain what would be the probable amount of the indemnity to become due to the individuals through whose lands portions of the canal might be cut. From information taken before your committee, and hereunto subjoined, the probable amount of such indemnity will not exceed from 400£. to 500£.

By the report of Mr. Mills, three different routes are traced and estimated for carrying into effect the improvement of the navigation of the St. Lawrence, between Lachine and the line separating this province from Upper Canada.

That which Mr. Mills recommends, your committee concurs with him, and with the commissioners, in also recommending. This route follows the River St. Lawrence itself, and connects the line of channel, by intermediate canals, at the impracticable points. According to this plan, the whole length of improvement, as stated, would comprehend a distance of 14 miles and 54 chains, of which 7 miles and 64 chains by the river, and six miles and seven-eighths by canal. This distance bears a descent of 82, 43-100 feet, of which 9, 47-100 feet are overcome in the river, and 72, 96-100 feet are distributed between new locks of various lifts. The whole is estimated at the cost of 235,782£. 3s. 2½d. currency, exclusive of the sums to be paid for indemnifying proprietors of lands through whose lands the canal would pass, and which, as above-mentioned, may be estimated at the additional sum of from 400£. to 500£.

Your committee recommend that this sum, amounting together to about 240,000£., should be raised by loan, upon the public credit of the province, at so low a rate of interest as the same can be obtained.

The present productive value of the existing canal stock belonging to the province, in the Lachine Canal, as well as the ratio of its past increase, will be seen by the following table—See Table (A.)

The province is in like manner possessed of other canal stock in the Chambly Canal, now in progress, and nearly completed. The cost of this last canal may be estimated at above 50,000£. currency, and neither the one nor the other stock is charged with any debt.

Besides these funds, there can be little doubt that the now proposed canal will, even in the first year of its going into operation, pay the full amount of the interest of the sum which it will cost, without imposing any tolls burthensome upon the trade and navigation of the river.

Insufficient as re the present locks at the Coteau du Lac and at the Cascades, the revenue derived from them is by no means inconsiderable, and is annually increasing, as will appear from the following

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following Table, made up from Returns transmitted to the house by his Excellency the Governor-in-chief.—See Table (B.)

	£.	s.	d.
To this charge in the last season of - - - - -	3,093	15	6
Are to be added the cartage by land amounting to above -	5,400	-	-
Towage of Durham boats and batiaux boats, by horses -	3,510	-	-
Towage by steam-boats from Lachine to Cascades -	1,700	-	-
Making a Total of - - - £.	13,073	15	6

It may be proper to add, that the proposed improvements will not in their progress interfere with the line of water communication as now used.  
All which is nevertheless humbly submitted.

10 February 1834.

(signed) Andrew Stuart, Chairman.

(A.)

LOWER CANADA.

STATEMENT of the Gross and Net ANNUAL REVENUES of the Locks at the Cascades, Split Rock, and Coteau du Lac, since the Year 1815.

Year.	Gross Revenue, Halifax Currency.	Repairs and Expenses, Halifax Currency.	Net Revenue, Halifax Currency.	BATTEAUX, DURHAM BOATS, SKIFFS, AND CANOES.								
				CASCADES.			SPLIT ROCK.			COTEAU DU LAC.		
				Bat- teaux.	Durham Boats.	Skiffs and Canoes.	Bat- teaux.	Durham Boats.	Skiffs and Canoes.	Bat- teaux.	Durham Boats.	Skiffs and Canoes.
	£. s. d.	£. s. d.	£. s. d.									
1816	873 5 -	307 8 5	565 16 7	225	24	-	254	1	4	994	130	5
1817	744 5 -	300 1 1	444 3 11	14	43	-	10	12	-	835	268	
1818	1,624 17 6	336 3 6	1,288 14 -	639	337	5	642	339	5	649	311	
1819	1,513 5 -	346 13 2	1,166 11 10	559	338	-	562	302	-	568	301	3
1820	1,833 10 -	429 11 3	1,403 18 9	430	560	-	430	560	-	427	456	
1821	1,654 15 -	476 1 2	1,178 13 10	386	517	-	343	452	-	357	442	
1822	1,558 10 -	523 3 -½	1,035 6 11½	370	437	4	388	476	4	385	407	3
1823	1,328 - -	633 12 4	694 7 8	378	351	2	378	374	3	377	317	
1824	1,254 - -	557 16 3	696 3 9	449	245	2	450	254	-	457	292	1
1825	- - -	- - -	873 5 4									
1826	1,007 17 6	1,421 - 10¾	460 1 11¼	162	308	3	193	342	3	167	313	8
1827	2,230 5 -	881 18 6	1,348 6 6	249	504	8	252	523	8	254	497	5
1828	2,089 17 6	579 11 6½	1,519 5 11½	399	403	4	408	440	4	403	358	6
1829	1,273 12 6	253 15 3	1,010 17 3									
1830	2,627 17 6	777 19 8	1,849 17 10	712	530	69	712	530	69	712	530	69
1831	2,447 10 -	341 6 5	2,106 3 7	837	371	20	837	371	20	837	371	20
1832	2,345 5 -	932 3 11¾	1,636 1 -¼	792	451	21	792	451	21	817	451	17
1833	3,093 15 6	875 15 1	2,218 - 5	863	612	13	863	612	26	864	612	15

B.)

STATEMENT of the ANNUAL REVENUE of the Lachine Canal since the Year 1827.

YEARS.			Amount of Tolls collected.	Amount paid to the Receiver-general.	Expenses of Management, Repairs, &c.	REMARKS.
			£. s. d.	£. s. d.	£. s. d.	
1827	-	-	3,051 6 6	1,639 3 10	1,412 2 8	
1828	-	-	195 - -	- - -	195 - -	
1829	-	-	2,925 18 8	1,257 2 10	1,668 15 10	
1830	-	-	5,313 1 2	2,500 - -	2,813 1 2	
1831	-	-	6,632 18 4½	4,691 13 8	1,941 4 8½	
1832	-	-	5,826 15 11	4,432 8 10	1,394 7 1	
1833	-	-	7,154 4 -½	5,237 14 3½	1,916 19 9	



MINUTES OF EVIDENCE.

Monday, 10th February 1834.

ANDREW STUART, Esquire, in the Chair.

READ the order of reference, relating to the message of his Excellency the Governor-in-chief, received on Saturday last, and the Report of the commissioners appointed under the Act for the Internal Improvement of the Navigation of this Province, with the accompanying documents and plans.

Charles Archambeault, Esquire, Member of the Committee, was Examined as follows:—

Have you any and what means of becoming acquainted with the route of canal recommended by the commissioners named under the Act 3 Will. 4, c. 9, in their Report laid before the Assembly in the present session, and referred to this committee?—I have been long acquainted with the locality along the Cedars, from Lake St. Louis to Lake St. Francis. I have frequently descended the rapids in that part of the province. It is the route by which is brought down nearly all the produce of those parts of Upper Canada and the United States bordering on the different lakes. They descend those rapids in Durham boats, drawing about three feet and a half of water, conducted by experienced pilots. It is also by this route that nearly all the merchandise that is sent up to the places last above mentioned is conveyed. The merchants suffer great difficulties, losses, and delays in these rapids, because they are under the necessity of unloading (except at the military canals) a great part of their cargoes, and have it conveyed by land, at a great expense. They are, moreover, obliged at different places to cause the batteaux so unloaded to be towed up by from eight to ten horses; and it happens frequently that both the batteaux and the cargo are lost in those rapids.

What is the present amount of the transport between Lachine and the province line, on the route as now used, and what may be the expense of such transport?—I cannot exactly state the number of tons of different effects imported and exported by that route; but I can certify that it is the only route made use of at present for the trade of Upper Canada and the United States bordering on the lakes.

What, in your opinion, would be the effect of opening the projected line of canal?—The canals recommended by the commissioners would be of the utmost advantage for both provinces, and for our neighbours that have settled along the lakes, and a great source of economy for all.

What might be the probable cost of indemnifying individuals through whose lands it would pass?—The route of the canal recommended by the commissioners will generally pass through those parts already purchased, and paid for by the commissioners appointed under the Act 1 Will. 4, c. 21, and what will have to be purchased cannot cost more than about 400*l.* or 500*l.*

Do you see any and what obstacles to the route recommended by the aforesaid commissioners?—Being well acquainted with the locality, and having paid great attention to the line drawn on the plan, and by which the canals must pass, I see no obstacle; on the contrary, I sincerely believe that it is the most convenient, the cheapest, and most expeditious route that can be chosen for conveying any kind of effects or merchandise.

Paul Timothe Masson, Esq., a Member of the House, appeared before the Committee, and the Evidence of Charles Archambeault, Esq., having been read to him, he approved the same in all its contents, and added the following to the answer to the second question:—

To the best of my knowledge, the quantity of tons that are conveyed up to those parts was, in 1833, 20,000, and 60,000 were taken down the same year. From the Cascades to the Coteau du Lac, or Lake St. Francis, the following sums were paid for conveyance, viz.:—

	£.	s.	d.
For land-carriage, about - - - - -	2,400	-	-
Towage of boats and batteaux by horses - - - - -	3,500	-	-
Tolls paid at the locks at the Cascades, &c. - - - - -	3,093	15	6
Towage from Lachine to the Cascades, by steam-boat, about -	1,700	-	-
Amount paid in 1833, from Lachine to Lake St. Francis - £.	10,693	15	6

— No. 30.—

(No. 29.)

COPY of a DESPATCH from the Right honourable Sir Charles Bagot, Bart., G.C.B., to Lord Stanley.

My Lord, Government House, Kingston, 23 February 1843.

I HAVE the honour to acknowledge the receipt of your Lordship's despatches, (Nos. 308 and 309, in duplicate), bearing date the 30th December 1842 and 3d January 1843, announcing the Queen's assent to the Act passed in last session by the

No. 30.  
Despatch from  
Sir C. Bagot to  
Lord Stanley,  
23 February 1843.  
Pages 102, 103.

the Canadian Legislature, for authorizing the raising of a loan of 1,500,000*l.* in England for the purpose of executing certain public works in the province, and stating the steps which Her Majesty's Government have taken thereupon to carry out the objects which I have had in view in the several communications that I have had with your Lordship upon this subject.

I feel much satisfaction, in which my Council participates, at the terms which have been obtained for the portion of this loan, which has already been offered to public competition, as they indicate very clearly the confidence which is felt in the British stock market with regard to the future progress of this province in prosperity and wealth, and cannot fail to have an important and immediate influence upon its financial credit.

No effort will be spared by this Government to maintain this position, and the recommendation of your Lordship with regard to the punctual payment of the interest will be strictly attended to. For this purpose I have to request that your Lordship will inform me to whom the interest is to be remitted, and the exact period at which it will become payable.

I fully appreciate the objection set forth in your Lordship's despatch (No. 308), to making the debentures redeemable at an earlier period than 20 years; but I considered it advisable to mention the suggestion, as the objection had not been found to prevail on former occasions, when smaller sums have been raised, under circumstances, it is true, less favourable to the credit of the province and to the chance of its being able to avail itself of the proposed power of redemption before the furthest period named in the debentures.

The rate of commission demanded by the Bank of England appears reasonable. It will be duly defrayed at the same periods as the interest, and all expenses attending the preparation of the bonds will be with propriety paid out of the proceeds of the loan, as suggested by your Lordship.

With regard to the amount of sinking fund to be set apart for the repayment of the loan, I have not been able to address your Lordship upon it as soon as I expected, in consequence of the necessity of awaiting the preparation of the accounts of revenue and expenditure for the past year, which might afford some evidence of the operation of the changes made in the Canadian customs duties in 1841, and of the probable surplus to be devoted to a sinking fund.

I am not yet able to supply this information, the accounts not having been closed, and the absence of the Inspector General, in attendance upon the Court of Appeals at Toronto, offers another difficulty at the present moment to my sending your Lordship a satisfactory memorandum upon the subject; but I have no hesitation in undertaking that a sum of at least five per cent. shall annually be set apart by the province for the joint purpose of paying the interest, and creating a sinking fund towards the redemption of this debt.

I have, &c.

(signed) *Charles Bagot.*

— No. 31. —

(No. 33.)

No. 31.  
Despatch from:  
Sir C. Bagot to  
Lord Stanley,  
24 February 1843.

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot*, Bart., G. C. B.,  
to Lord *Stanley*.

My Lord,

Government House, Kingston,  
24 February 1843.

WITH the view of furnishing the Lords Commissioners of Her Majesty's Treasury with the earliest intimation of the amount which will be required during the present year for the prosecution of the public works to be provided for out of the proceeds of the Canadian Loan Act, I have the honour herewith to transmit a copy of a communication from the Receiver-General, accompanying an estimate prepared by the Board of Works, of the sum which will be required during each quarter of the year 1843.

The



The aggregate is large; but the reasons pointed out by the Chairman of the Board of Works, for using the utmost diligence in pushing forward the works at a season so favourable to their economical construction; and the consideration that the revenue to be derived by tolls on these works will, in some instances, commence only with their individual completion, and, in all, will be greatly augmented by the completion of the whole, will, I trust, be sufficient to justify the proposed expenditure, and to secure your Lordship's approbation of the activity intended to be exerted in this service during the present year.

I should add, upon this topic, that the saving upon the contracts made during 1843, in consequence of the circumstances pointed out by Mr. Killaly, will far exceed any gain that is likely to arise in deferring the negotiation of this portion of the loan in England.

As it appears from the Receiver-general's letter, that a balance of 86,373*l.* 19*s.* 6*d.* remains undrawn out of the sum already raised, from which must be deducted the expenses attending the preparation of the bonds, there remains to be borrowed to meet the service of 1843, about 470,000 *l.*, which I request that your Lordship will move the Lords of the Treasury to raise, in such sums, and at such times, as may appear to their Lordships most advantageous to the province.

I have, &c.,

(signed) *Charles Bagot.*

Enclosure in No. 31.

Receiver-general's Office, Kingston,  
22 February 1843.

Sir,

I HAVE the honour to transmit to you, in order that you may lay the same before his Excellency the Governor-general, and for transmission to England for the guidance of the Right honourable the Lords Commissioners of Her Majesty's Treasury, a copy of a letter dated the 20th instant, together with the accompanying statement from the Chairman of the Board of Works, being an estimate of the sum of money which will be required to be provided during the year 1843. You will please to observe that the total amount of the estimate is 555,200*l.* There remains of the 300,000*l.* at present raised in England a balance undrawn for of 86,373*l.* 19*s.* 6*d.*, which deducted from the above sum, there will remain to be raised for the year 1843, 468,826*l.* 0*s.* 6*d.* To make an even sum, I should suggest that the amount to be at present raised be 470,000*l.*, should it be found that the state of the money market in England is advantageous for the sale of so large a sum at one time; and if not, the Right honourable the Lords of the Treasury will be able to form the best opinion on this point; but it must be understood that means must be provided to meet the engagements entered into by the Board of Works with the contractors agreeable to the estimate. I need not state to you the embarrassments that would occur to this Government if any difficulty or delay should take place in meeting the demands of the Board of Works.

Encl. in No. 31.

R. W. Rawson, Esq.,  
&c. &c. &c.

I have, &c.  
(signed) *J. W. Dunn, R. G.*

Sir,

Board of Works, Kingston, 20 February 1843.

IN obedience to the Order in Council, I have the honour herewith to submit for your guidance as close an approximating estimate as is possible of the sum which will be required this year to meet the payments on the various works now in progress, under the Appropriation Act of last year.

The execution of the works being carried on entirely by contract, the rate of expenditure of course in some measure rests with the contractors; but as the season is particularly favourable for the extensive procurement and delivery of materials, and from the present rate of wages and uncommonly low prices of provisions, it is so much the interest of the contractors and the public that the utmost energy should be exerted in driving on the works. I have little doubt of the full sum which I have named being required to meet the demands.

I have, &c.

(signed) *Hamilton H. Killaly,*  
Chairman Board of Works.

(True copy.)

*John W. Dunn, R. G.*

AN Approximate ESTIMATE of the Sum required for the Year 1843 for the Public Works at present in progress, under the direction of the Board of Works, and by authority of the Appropriation Act, 4 & 5 Vict. c. 28.

Required to - - -				1 July.	1 October.	1 January	TOTAL.
				£.	£.	£.	£.
St. Lawrence Canal, viz. -	Cornwall -	-	-	2,000	-	-	2,000
	Prescott -	-	-	5,000	5,000	5,000	15,000
	Beauharnois -	-	-	25,000	30,000	25,000	80,000
	Lachine -	-	-	15,000	17,500	17,500	50,000
St. Ann's Rapids -	-	-	-	1,800	-	-	1,800
Welland Canal -	-	-	-	40,000	40,000	40,000	120,000
Burlington Bay Canal -	-	-	-	6,000	7,000	7,000	20,000
Lake St. Peter -	-	-	-	6,000	7,000	7,000	20,000
Rondeau Harbour -	-	-	-	2,000	2,000	2,000	6,000
Port Stanley Harbour -	-	-	-	4,000	4,600	4,000	12,600
Catfish Harbour -	-	-	-	1,500	2,000	1,500	5,000
Burwell Harbour -	-	-	-	1,500	2,000	1,500	5,000
Dover Harbour -	-	-	-	2,000	1,500	1,500	5,000
Windsor Harbour -	-	-	-	3,000	2,500	2,500	8,000
Coburg Harbour -	-	-	-	2,000	2,000	1,000	5,000
Light Houses -	-	-	-	1,300	-	-	1,300
Newcastle District -	-	-	-	8,000	9,000	8,000	25,000
River Richelieu -	-	-	-	2,500	3,000	2,500	8,000
River Ottawa -	-	-	-	6,000	6,000	6,000	18,000
London, Chatham and Amherstburgh Road -	-	-	-	5,000	5,000	5,000	15,000
London and Sarnia -	-	-	-	3,500	4,000	3,500	11,000
London and Brantford -	-	-	-	10,000	10,000	10,000	30,000
London and Port Stanley -	-	-	-	5,000	5,000	5,000	15,000
Cascades -	-	-	-	3,500	3,500	3,000	10,000
Morin North Toronto -	-	-	-	3,000	3,500	3,500	10,000
Gosford -	-	-	-	2,500	2,000	-	4,500
Bay of Chaleurs -	-	-	-	4,000	4,000	4,000	12,000
Hamilton and Dover -	-	-	-	7,000	7,000	6,000	20,000
Bridges between Montreal and Quebec -	-	-	-	7,000	7,000	6,000	20,000
TOTAL - - - £.				185,100	192,100	178,000	555,200

— No. 32. —

No. 32.  
Extract Despatch  
from Sir C. Bagot  
to Lord Stanley,  
24 February 1843.  
Page 108.

(No. 34.)  
EXTRACT of a DESPATCH from the Right honourable Sir Charles Bagot, Bart., G.C.B., to Lord Stanley, dated Government House, Kingston, 24 February 1843.

I AM gratified by learning from your Lordship's despatch of the 14th January, No. 312, that the progress which was made in the public works during the past year, and the selection of the works for immediate commencement, as reported in my despatch of the 11th December, No. 244, have given satisfaction to your Lordship.

I have now the honour to enclose a statement of the works for which appropriations were made under the Act directing the application of the recent loan of 1,500,000*l.*, to which is appended in each case a brief notice of the progress which has been made in each work, and of the date at which it may be expected that most of them will be completed.

Enclosure



## PUBLIC WORKS (CANADA).

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## Enclosure in No. 32.

STATEMENT of the PUBLIC WORKS at present in progress under the direction of the Board of Works, and by authority of the Appropriation Act, 4 & 5 Vict. c. 28. Encl. in No. 32.

St. Lawrence Canal.	Cornwall - - -	Opened to the trade in December last.
	Prescott - - -	Advertisements for materials ready.
	Beauharnois - -	Considerable progress made in the procuration of materials, and about four miles of canal excavated; the entire will be opened for navigation next season.
	Lachine - - -	Widening and enlargement thereof now being proceeded with.
St. Ann's - - -	- - -	Will be ready for the trade on the opening of the navigation.
Welland - - -	- - -	The works of enlargement, and re-construction of the locks rapidly advancing.
Burlington Bay - - -	- - -	The old work put in such a state of repair as to stand until the new work will be ready; the railway for the delivery of the material is nearly completed.
Lake St. Peter - - -	- - -	The several dredge and steam-vessels and scow-tenders ready for work on the opening of the season.
Rondeau Harbour - - -	- - -	Materials advertised for, and the work will be completed in 1844.
Port Stanley - - -	- - -	Considerable progress made in the work, which will be completed in 1843.
„ Catfish - - -	- - -	Materials advertised for, and the work will be completed in 1844.
„ Burwell - - -	- - -	Materials advertised for, and the work will be completed in 1844.
„ Dover - - -	- - -	Materials advertised for, and the work will be completed in 1843.
„ Windsor - - -	- - -	Contracts made, and materials being delivered, the work will be completed in 1844.
„ Cobourg - - -	- - -	Contracts made, and materials being delivered, the work will be completed in 1843.
Light-houses - - -	- - -	Floating light for Long-point built, and the fixed Light-house for the same is in course of construction. Gull Island and Presqu'île Light-houses repaired, and ten new lights below Montreal erected.
Newcastle District Improvements	- - -	Progressing rapidly, and will be completed in 1844.
River Richelieu - - -	- - -	The Chambly Canal being now finished, the works at St. Ours on the Richelieu will be commenced forthwith.
River Ottawa - - -	- - -	The contracts for the bridges made, and the work progressing, the other improvements will be commenced as soon as the season will permit.
London, Chatham and Amherst-burg Roads - - -	- - -	The work is in progress, and will be completed in 1844.
London and Sarnia - - Roads	- - - ditto - - -	ditto - - - 1843.
London and Brantford - „	- - - ditto - - -	ditto - - - 1844.
London and Stanley - „	- - - ditto - - -	ditto - - - 1844.
Cascades - - -	- - - ditto - - -	ditto - - - 1844.
Main Northern - - -	- - -	Not yet commenced, but the advertisements have issued for the contracts.
Gosford - - -	- - -	Will be completed this season.
Bay of Chaleurs - - -	- - -	ditto.
Hamilton and Dover - „	- - -	Will be completed in 1844.
Bridges between Montreal and Quebec - - -	- - -	Materials delivered, and the works will be completed next season.

*General Observations.*—The entire of the foregoing works are carried on by contract, and from the present low rates paid for provisions, &c., the several contracts have been taken on terms very advantageous to the public, and there is no doubt of the estimates being sufficient to cover the cost of the respective works. It is highly desirable, in the opinion of the Board, that the greatest effort be made to have the works finished simultaneously, and as soon as possible, that the benefit of the revenue to be derived therefrom may be had, and the expenses of establishments got rid of.

By order of the Board of Works,

Thomas A. Begly, Secretary.

— No. 33. —

COPY of a LETTER from Sir *John Barrow* to *G. W. Hope*, Esq.

Sir,

Admiralty, 4 April 1843.

No. 33.  
Letter from Sir  
John Barrow to  
G. W. Hope, Esq.  
4 April 1843.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of Lord Stanley, a copy of a letter from Captain Sandom, dated the 8th of last month, (No. 18), relative to the improvements carrying on on the lakes of Canada.

I am, &c.  
(signed) *J. Barrow*.

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Enclosure in No. 33.

(Extract.)

Her Majesty's Ship "Niagara," Kingston,  
Canada, 8 March 1843.

Sir,

Encl. in No. 33.

THE forward movement given to improvements in this country, by the liberal guarantee of money from the parent state, is most evident in the progress made and making in the formation of harbours, canals, and such works.

The late Governor-general (Lord Sydenham) formed a Board of Works, at the head of which is placed a talented and persevering engineer, Mr. Killaly; under this gentleman's direction, harbours are now forming upon Lake Erie, on a good and permanent scale, and the essential canal communications assuming a systematic regularity which, while it promises to be of the greatest benefit and advancement to this noble colony in mercantile and agricultural pursuits, cannot fail to contribute to its naval defence in a most eminent degree.

Commencing at the Western extremity of Lake Erie, advantage is taken of an inroad of the lake at "Point aux Pins" to form a fine harbour, which will progress to become an entrepôt, ensuring the independence of this western frontier of Canada from her adjoining powerful neighbour at the Detroit Strait. Further to the eastward, Port Stanley will be made a good and secure harbour. Improvements are in progress at Long Point Bay; and the Harbour of the Grand River (the colonial authorities finding it is not the intention of Her Majesty's Home Government to expend money upon it as a naval station) is now in progress of those improvements which (considering what nature has done) it were a disgrace not to have made long ago.

The permanent reconstruction of the works of the Welland Canal are being proceeded with, upon a scale suited to the largest class sailing craft navigating Lakes Erie and Ontario.

The large St. Lawrence Canal extends 12 miles to avoid the "Great Long Sault Rapids," and was opened in November last.

There are three obstructions above the upper end of the St. Lawrence Canal, between it and Prescott, viz., the "Gallopes," "Point Noquois," and "Rapid Plat;" to surmount which, three short canals with the necessary locks are requisite. The surveys and plans of these works are now completed, and they will be taken in hand forthwith, so as to be opened simultaneously (with the other improvements in the river) in the fall of next year, 1844.

The Beauharnois Canal, to avoid the Coteau, Cedar, and Cascades Rapids, is also energetically advancing, and will be ready to be opened in the fall of 1844. The Lachine Canal enlargement is also being proceeded with; but this proportion will not be ready before 1845.

The improvement of the navigation of Lake St. Peter will be proceeded with vigorously by this season.

I have, &c.  
(signed) *William S. Sandom*, Captain, R. N.

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—No. 34.—



## —No. 34.—

(No. 33.)

COPY of a DESPATCH from the Right Hon. Sir *C. T. Metcalfe*, Bart., G. C. B.,  
to Lord *Stanley*.

My Lord,

Kingston, 27 May 1843.

IN order to expedite the preparation of the documents relating to the public works of this Province, which it is your Lordship's intention to lay before the House of Commons, in reply to the Address to which your despatch of the 13th ultimo (No. 18,) relates, I have the honour to send herewith such of the information as is at present completed, viz.

1st. A Return showing the monies borrowed since the 1st January 1840, by this government for public works, the rates of interest to be paid, and the arrangements made for repaying the principal and the interest.

2d. A Map of the Province of Canada, showing the position of all the public works hitherto executed or in the course of construction, and of the various canals, roads and other public works referred to in the correspondence called for by the House of Commons; with a supplementary document, exhibiting the estimates prepared for each of the works, and the amount expended, and remaining to be expended on each; the dimensions of the locks in the canals, and such other information as may be useful in illustrating the map.

I have, &amp;c.

(signed) *C. T. Metcalfe*.

No. 34.

Despatch from Sir  
*C. T. Metcalfe*,  
Bart., to Lord  
*Stanley*.  
27 May 1843.

No. 1.

*Vide Map at the end  
of the Volume.*

No. 2.

## Enclosure 1, in No. 34.

A RETURN showing the Monies borrowed since 1st January 1840, by the Local Government for Public Works, the Rates of Interest to be paid, and the Arrangements made for repaying the Principal and the Interest. Encl. 1, in No. 34.

IN the year 1840, the sum of 26,000 *l.* currency, was borrowed from the chartered banks, for the purpose of making improvements on certain roads in Upper Canada. This sum, with the interest at the rate of six per cent., has since been repaid out of the consolidated revenue fund. Since the abovementioned period, the only monies borrowed by the Canadian Government, have been advances occasionally obtained from the banks, in anticipation of the loan of 1,500,000 *l.* then about to be raised on the guarantee of the Imperial Parliament; and which were expended on the public works for which that loan was raised, and have been repaid to the banks out of the proceeds of the first instalment of the English loan, amounting to 300,000 *l.*, which has already been drawn for by the Receiver-general.

(signed) *Rawson W. Rawson*, Chief Secretary.

Enclosure 2, in No. 34.  
A SCHEDULE explanatory of the Cost, &c., of the several Works now constructing in Canada.

RESPECTIVE WORKS.	NATURE OF THE WORK.	Original gross Estimate submitted by Mr. Killaly.	Detailed Estimate furnished by the respective Engineers.	Expenditure.		Contracts already entered into.		Value of Work not contracted for.	Periods of Completion.			REMARKS.
				In the Years		Gross Amount.	How Payments are made.		For Contracts already made.	For the whole Work.		
				1842.	1843.					As originally proposed.	As now recommended.	
				Amounts in Pounds Sterling.								
St. Lawrence Navigation, viz.		60,000	58,000	10,958	3,824	14,782	- - -	In Pounds Sterling. 43,218	completed	1846	1846	Those works are being proceeded with on the principle of obtaining 14 feet depth of water through Lake St. Peter; and the canals to have 10 feet depth of water, 80 feet width of bottom, slopes 2 to 1; locks 45 feet wide by 200 long, with 9 feet depth of water on the cills.
Lake St. Peter - - -	- - straightening and deepening the channel, removing bars, lighting, &c.	-	-	-	-	-	-	-	-	-	-	
Lachine Canal - - -	- - enlargement of canal - - -	225,300	208,636	3,783	13,643	17,426	-	191,210	completed	1846	1846	
Beauharnois Canal - - -	- - construction of canal to avoid the Coteau, Cedars and Cascade Rapids.	255,900	248,976	30,101	5,030	210,779	- monthly, upon work done.	38,197	1844	1845	- to be passed in 1845.	
Cornwall Canal - - -	- - completion of canal to avoid the Long Sault Rapids.	57,670	-	47,942	6,966	54,908	-	-	completed	Vessels are now passing.		- - Locks 26 ft. 6 in., in width by 145 ft. in length, with 8 ft. 6 in. of water on the cills. depth of water; the dimensions of those locks are so generally preferred for the western trade. - - this work will perfect the navigation from Lake Champlain to Quebec. - - the bridges to be built this year, the slides to be ready for the running of the lumber next spring. - - the old work secured so as to prevent obstruction to the navigation pending the reconstruction. - - the completion of these works is of the utmost consequence, and that it has not been effected in 1843 as originally intended, is owing to the delay in the money arrangements. - - orders from the Executive to the Board of Works for proceeding with this work have not yet been made.
Presscott to Dickenson's Landing - - -	- - construction of locks and short canals to avoid the Gallope, Rapide Plat and Farren's Pt. Rapids.	151,312	The positions of those works are now being marked out, and the necessary plans prepared.				-	-	1845	1845	1845	
Welland Canal - - -	- - reconstruction and enlargement of the canal.	450,000	405,900	28,853	78,682	203,000	- monthly, upon work done.	202,900	1843-44	1844	1845	
River Richelieu - - -	- - construction of a lock and dam to overcome the obstruction of St. Ours.	21,000	not yet made	45	-	-	-	Canal 45 ft. at bottom, 2 to 1 slopes, and 10 ft. depth of water; adapted to the large Ericsson propellers, which are	-	1843	1844	
River Ottawa - - -	- - rebuilding six bridges originally erected by Colonel By; and constructing a suspension arch, 242 feet span; also, construction of slides and other works to facilitate the lumber trade.	28,000	28,000	74	2,336	10,956	- in three instalments, as work progresses.	17,044	1843	1843	1844	- - the bridges to be built this year, the slides to be ready for the running of the lumber next spring. - - the old work secured so as to prevent obstruction to the navigation pending the reconstruction. - - the completion of these works is of the utmost consequence, and that it has not been effected in 1843 as originally intended, is owing to the delay in the money arrangements. - - orders from the Executive to the Board of Works for proceeding with this work have not yet been made.
Burlington Bay - - -	- - re-construction and enlargement of the canal -	45,000	38,500	1,363	1,782	-	- monthly, on work done.	35,355	completed	1843	1844	
Internal Waters, &c. of the Newcastle District.	- - construction of slides and locks, and some roads.	50,000	50,000	8,854	5,784	29,873	- monthly, as the work progresses.	20,127	1843	1844	1844	
Harbours and Lighthouses, and Roads leading thereto.	- - construction and repair of harbours, erecting lighthouses, and forming roads.	74,000	74,000	5,830	6,988	33,850	- monthly, on work done.	40,150	1843	1843	1844	
Bay of Chaleurs Road - - -	- - completion of the road -	15,000	14,835	4,146	1,800	14,835	- monthly, on work done.	-	1843	1843	1843	- - orders from the Executive to the Board of Works for proceeding with this work have not yet been made.
Gosford Road - - -	- - completion of the road -	10,000	9,280	7,309	116	9,280	- ditto	-	1843	1843	1843	
Main Northern Road from Lake Ontario to Lake Huron.	- - extension and completion of the road -	30,000	26,733	90	81	-	-	26,733	-	1844	1844	
Main Province Road: Quebec to Amherstburg and Port Sarnia, viz.	- - building bridge over the rivers St. Ann, 1,300 feet long; Batiscan, 1,200 feet; St. Maurice, 1,700 feet; L'Assomption, 800 feet; Jean, 500 feet; De Prairie, 1,100 feet; Bayonne, 143 feet.	34,000	32,400	2,851	6,711	19,800	- in three instalments on each bridge, as the work progresses.	12,600	1844	1843	1844	
Cascades-road - - -	- - completion of the road -	15,000	14,463	2,999	815	3,579	- monthly	10,884	1843	1843	1844	- - these works were not estimated for by Mr. Killaly, not having been embraced among those recommended by him.
London and Sarnia road - - -	- - opening and completing -	15,000	13,525	4,568	1,578	13,525	- ditto	-	1843	1843	1843	
London and Brantford road - - -	- - completion -	55,000	49,817	1,229	738	49,817	- ditto	-	-	-	-	
London to Sandwich and Amherstburg.	- - opening and completion	36,000	34,375	553	233	34,375	- ditto	-	1844	1844	1844	
Hamilton and Port Dover - - -	- - completion -	none	39,600	2,789	3,898	30,000	- ditto	9,600	1844	-	1844	- - these works were not estimated for by Mr. Killaly, not having been embraced among those recommended by him.
Military road from the Ottawa to the St. Lawrence.	- - completion -	none	-	1,500	-	1,500	-	-	completed	-	completed	

Hamilton H. Killaly, President, Board of Works.



—No. 35.—

(No. 54.)

COPY of a DESPATCH from the Right Hon. Sir C. T. Metcalfe, Bart., G.C.B.,  
to Lord Stanley.

Government House, Kingston,  
29 June 1843.

My Lord,

I HAVE the honour herewith to submit the remainder of the information required by your Lordship's despatches of the 13th April and 29th May (Nos. 18 and 27), the preparation of which has been unavoidably delayed in consequence of the absence of the President of the Board of Works on a tour of inspection.

I also append, for your Lordship's information, a return of the tolls received upon the Rideau and Ottawa Canals, furnished by the Ordnance Department.

I have, &amp;c.

(signed) C. T. Metcalfe.

No. 35.  
Despatch from Sir  
C.T. Metcalfe, Bart.  
to Lord Stanley.  
29 June 1843.

No. 1 to 9.

## List of Enclosures in No. 35.

No. 1.—Extracts from the General Report of the Hon. H. H. Killaly, dated August 1841	p. 191
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No. 3.—Lake Saint Peter	p. 198
No. 4.—Extracts from various Reports respecting the Beauharnois Canal, Nos. 1 to 7 inclusive	p. 199
No. 5.—Rapide Plat and Gallopes, Rapids, &c.	p. 203
No. 6.—Latest Estimate of the cost of completing the Welland Canal, founded upon absolute Tenders	p. 204
No. 7.—Statement of Tolls received on the Welland and La Chine Canals	p. 205
No. 8.—Burlington Bay Canal, &c.	p. 205
No. 9.—Statement of all Money received as tolls on the Rideau and Ottawa Canals in each of the years 1840 to 1842, both inclusive	p. 208

(No. 1.)

EXTRACTS from the GENERAL REPORT of the Honourable H. H. Killaly, dated August 1841.

"THE necessity of involving the Province in the cost of forming a second water communication with tide-water, has been for a long time the subject of dispute and argument with many.

Encl. 1, in No. 35.

"Until latterly, I was among the number of those who doubted the prudence of it; but the vastly increasing trade, doubling almost annually, and the conviction upon my mind, after mature consideration, that the lowering of freight consequent upon affording additional facilities, together with the productiveness of the western countries, which is only now coming into operation, will increase still further this trade to an almost inconceivable extent, have convinced me that a second and more facile outlet is called for.

"Besides, the transport being confined to the Rideau, the navigation of which depends upon the stability of dams of great height (in one case 60 feet), should any injury arise to one of these dams (as was apprehended last spring), either through accident or malice, the effects of it would be ruinous to half the commercial interests of the country.

"I am decidedly of opinion, that the scale upon which the Cornwall Canal was undertaken, is unsuited to the means of the Province, and is not absolutely necessary for the greatest increase of trade which the most sanguine may look forward to, and that a schooner navigation, combined with a system of tug-boats, would have answered every commercial purpose; but now, from the large expenditure already incurred upon the central portion, the little required to complete it, and the comparatively small saving that might be effected upon what remains to be done, by adopting the schooner scale, I am led to conclude that the best and wisest course will be to open the Saint Lawrence throughout, from Montreal to Lake Ontario, for steam-boats and schooners, not upon the full size of the Cornwall Canal, but on a scale sufficiently large to admit a powerful class of steamers or tug-boats to pass.

"The estimates transmitted herewith are based upon the principle of locks being adopted, length 175 feet, breadth 40 feet, and 8 feet 6 inches depth of water; but as some time from the present period will, under any circumstances, elapse before the actual building of locks is commenced, the question will, in all probability, be fully decided as to the power and suitableness of the several modes recently proposed for the propelling of vessels, and this decision will naturally govern the dimensions of the locks, and may seriously tend to a diminution of expenditure."

Dimensions ultimately adopted, 200 long, 45 wide.

*Saint Lawrence Navigation.—From Prescott to Dickinson's Landing.*

"From Lake Erie to tide-water, after passing the Welland, the next portion of the route which will require an outlay when the other improvements, more immediately called for on the river below it are completed, is the part between Prescott and Dickinson's Landing, a distance of about 40 miles, in which the collective falls at a few points amount to about 22½ feet; to overcome which by the necessary locks, &c., would require about 150,000 £, but as the down-stream carriage upon this part of the river is safe and facile, and tug-boats can

(although with difficulty) bring up light barges, it is considered unnecessary, in the present state of the navigation generally, to incur any outlay thereon."

Original gross estimate submitted by Mr. Killaly, 151,312 £.

*Cornwall Canal.*

"The improvement of this reach of the River Saint Lawrence (in length about 11½ miles), and in which there is a fall of 48 feet, was estimated at 216,343 £, and was commenced in 1833-34. Shortly after operations commenced, it is stated, that from the increase on the prices of provisions, and other causes, the commissioners considered themselves justified in adding very largely to the contract rates, in some instances, as much as 30 per cent. Under these increased rates, the works have been continued from that time without reference to any fluctuation in the price of provisions.

The accounts rendered by the Commissioners up to 1st January 1839, show an expenditure of 354,203 £. 2 s. 1 d. to that date, exclusive of some outstanding claims. I have had a minute and careful estimate made by Mr. Keefer, engineer to the Board, within the last month, from which it appears that the sum of 43,867 £. is required to open the canal to the trade, and a further sum of 13,804 £. for sundry small works, lock-houses, &c., making in all an amount of 57,671 £. 6 s. necessary for the full completion of the entire of the Cornwall Canal :

Although the advantages to be derived from the improvement of this portion of the navigation would of necessity be very circumscribed, until that between Lake St. Francis and Lake St. Louis was also perfected, yet in favour of the immediate finishing of the Cornwall Canal it may be justly urged :

"First.—That it would enable the river forwarders to have their barges towed up by steam from the Coteau du Lac to Kingston, by which a saving in time of two days would be made.

"Secondly.—To avoid the cost of tracking up the Long Sault Rapids, which, during the past year attending this very limited trade was 3,000 £.

"Thirdly.—The passenger trade would be much benefited by it.

"Fourthly.—Some return beyond the cost of maintaining the establishment of lock-keepers, &c., would be obtained from the large sum already expended, which, until this canal is completed, must remain a *caput mortuum*."

*Improvements required between Lake St. Francis, and Lake St. Louis.*

"The Coteau, the Cedars and the Cascades Rapids, between these two lakes, present most formidable difficulties to the dragging up of a small barge with but 15 or 20 tons. To vessels of any size, they are wholly insurmountable. The construction of the necessary locks and canals, to overcome these, Mr. Keefer estimates at 255,900 £; and I have every reason to believe the work can be done for that sum."

Original gross estimate submitted by Mr. Killaly - £.255,900

Detailed after-estimate furnished by the Engineer - £.248,976

*La Chine Canal.*

"The only remaining barrier after the foregoing, to the free passage of lake-going vessels between Quebec and Lake Huron, is the La Chine Canal; the necessary enlargement of which would cost by Mr. Keefer's estimate, 225,300 £."

Original gross estimate submitted by Mr. Killaly - £.225,300

Detailed after-estimate furnished by the Engineer - £.208,636

*Welland Canal.*

"Upon this work, about 491,777 £. have been expended from time to time, upon its construction, and as the locks, the most important part of the work, had been formed with perishable materials, the outlay upon annual repairs has been necessarily very heavy; notwithstanding which, the locks are now in a dangerous and ruinous state; of this sum, about 117,800 £. in stock, is held by private individuals, for the purchasing out of which, and thereby placing the work entirely in the hands of the Province, a Bill is now before the Parliament.

"After a very careful consideration and revisal of the several estimates furnished by the various engineers, the completion of this work in a permanent and fully sufficient manner, with cut stone locks of 120 feet in length, 26 feet wide, and eight feet six inches depth of water on the sills, together with the required weirs, waste-gates, stone aqueduct over the Chippawa, a steam-boat lock, and a capacious and safe harbour at each of the terminations, widening of the deep cut, widening and deepening of the feeder throughout, I estimate at 450,000 £. Of debentures authorized by a late Act of the Provincial Parliament, to be issued for this work, about 180,000 £. remain undisposed of, leaving a balance of 270,000 £., to be further sanctioned and provided for the ultimate full completion of the work.

"It is, no doubt, in the recollection of his Excellency, that the completion of the canal on the full scale upon which a portion of the St. Lawrence navigation was proceeded with, has been strongly urged upon the attention of Government. The chief arguments used being the benefit of enabling Atlantic steamers, with cargoes, to proceed to the Upper Lakes, and the advantage which would be obtained in time of war, from having the power of concentrating our naval forces upon either lake, as may be required. The subscriber is of opinion, that the scale referred to, viz., locks 56 feet wide, 180 feet long, and 10 feet draft of water, is quite unsuited for sea-borne steamers, and unnecessary for those well suited to the lakes and to the commerce of the country; and that even if this scale were adopted, at enormous



enormous cost, transhipment from the sea to the lake vessels would, notwithstanding, always take place at Quebec or Montreal.

"In a military point of view, no doubt the second proposed advantage would be great, but being quite beyond the means of the Province, the work, as necessary for the trade of the country, has been alone estimated for.

"The large lock which is proposed at each end, would allow (in case of danger) of the steamers being brought up many miles inland.

"From the very unsafe and precarious state of the canal, it would be of the utmost consequence to have the works commenced forthwith, if possible."

Original gross estimate submitted by Mr. Killaly, - - £. 450,000.

Detailed after-estimate furnished by the Engineer, - - £. 405,000.

*River Richelieu.*

"Upon the completion of the works of the Chambly Canal, now rapidly advancing, the only impediments to an uninterrupted navigation between the River St. Lawrence at Sorel, and the head of Lake Champlain, a distance of about 180 miles, will be presented by the fords near St. Ours, St. Denis, and Belœil.

"To remove these obstructions by means of dredging and clearing the channel of rocks, the Legislature of Lower Canada appropriated a sum equal to about 7,650 £, of which 4,525 £. remain unexpended. The outlay incurred under this appropriation has effected nothing, and I am of opinion, that the erection of a steam-boat lock, and a dam of moderate height, say four or five feet over low water at or near St. Ours, is the most certain mode of obtaining the object in view, and the value of the water-power which would be created by the dam, in the midst of a productive country heretofore without mills, would yield a considerable return towards defraying the interest on the money expended."

Original gross estimate - - - - £. 21,000.

*River Ottawa.*

"The improvement of the navigation of this river is a measure which has been for a long time strongly advocated, principally by those interested in that district of country.

"The project embraced the full completion of an uninterrupted navigation from the St. Lawrence by the Ottawa, Lake Nipissing, and French River, to Lake Huron. The sum of 3,000 £. was appropriated some time ago to defray the expenses of a survey, on which about 1,500 £. have been expended; but the information as yet obtained is not at all of such a nature as to hazard an estimate of what the cost of the undertaking would be, and, in my judgment, this navigation is not required in the present state of the country. In saying so, I would not be understood to mean that obstacles ought to be opposed by the Government to the project, in case the parties interested should be inclined to proceed in it upon their own resources; on the contrary, arrangements might be made mutually advantageous to them and to the interests of the Province.

"The improvement on the Ottawa, included in this estimate (*see Appendix*), relates solely to the lumber trade; to afford facilities to which, by the construction of suitable slides at those places where they are most required, and to reconstruct the bridges at Bytown, it is proposed to appropriate the sum of 28,000 £.

*"Burlington Bay Canal.*

"The dangerous and dilapidated state of this very important work renders it necessary that steps be immediately taken to repair, or rather wholly re-construct it, in a substantial and permanent manner. Such is its present ruinous condition, that it cannot be repaired effectually; and a few hours of a heavy blow from the east or south-east might very reasonably be expected to close it up altogether; the consequence of which would be most serious to the mercantile interests of Hamilton and Dundas, and to the extensive and highly productive country of which these ports are the outlets.

"However advisable it may be for the purpose of obtaining still-water, and have the entrance commanded from the land, to locate this work northward of the existing passage, yet the placing of it so much in-shore as has been lately proposed, I consider unadvisable. By so doing, sail-vessels would be prevented from getting out many days during the season; and in making for it, if they did not succeed at once in getting in, would unavoidably be driven aground."

Original gross estimate, submitted by Mr. Killaly - £. 45,000.

Detailed after-estimate, furnished by the Engineer - 38,500.

*"Improvement of the River Trent, and Inland Waters of the Newcastle District.*

"The persisting in these works, as heretofore contemplated, would, as appears by the original estimates, involve the Province in an expenditure of about 620,000 £.; but from the rates upon which those estimates are based, I am of opinion that 200,000 £. or 300,000 £. in addition to that sum would be required to effect the object.

"The line of this intended water communication from the Bay of Quinte to Nottawassaga Bay, with upwards of 820 feet of lockage, a proposed depth of five feet water, continued through a series of lakes and currents, and in many cases extremely circuitous, is, in my judgment, quite unsuited to the principal purpose for which it was originally recommended, namely, the line by which the produce of the Western States would be sent down to tide-water.

"The second argument advanced for its formation was, the facility it would afford for the transport of the agricultural and other produce of the inland townships to market; and

thirdly, the advantages to be reaped by the lumberers; the two latter, I consider, can be obtained sufficiently, more immediately, and at infinitely less cost, by the erection of two or three locks to connect the long reaches of natural navigation, by the construction of two or three cross roads from thence to the nearest ports on Lake Ontario, and finally, by the formation of slides at the places where they may be required.

"A farmer or merchant at the head of Rice Lake is within 12 or 14 miles of the harbours of Port Hope and Cobourg, on Lake Ontario, to which he could have facile access afforded him by an outlay of about 10,000*l.* or 12,000*l.*, whereas, to get the same produce to Lake Ontario by the proposed navigation would require a previous expenditure on it, even according to the estimate of 233,447*l.*, and the distance to be travelled would be about 80 miles.

"As to the lumber trade, I believe a very moderate sum expended on slides would effect quite as much as is necessary."

Original gross estimate proposed by Mr. Killaly - - - £.50,000

*Harbours and Lighthouses on Lake Ontario and Lake Erie.*

"There is no expenditure more called for, and from which the benefits to be derived would be more immediately serviceable to the country, than the outlay which is required to construct or complete some harbours on the lakes. Many of those on Lake Ontario are in a very inefficient and incomplete state.

"On Lake Erie there literally, at this moment, is not one into which a vessel can run, or remain in with safety.

"The state of the lighthouses on Lake Erie is equally bad; that which had been at the end of Long Point, the most important station on the lake, was prostrated long since. Others have not been lighted for a considerable time. The natural consequence of all which is, that we have not now one steam-boat on this lake, and the difficulty and cost of inducing ship-owners to risk their vessels into the ruins of what were constructed as harbours, is so great as almost to put a stop to the shipping of the produce of the country.

"The sum of 74,000*l.* has been set down in the estimates, after much consideration and calculation, as sufficient to remove general and well-grounded complaints on this head."

Original gross estimate as proposed by Mr. Killaly - - - £.74,000

*" Bay of Chaleurs Road.*

"This line of communication along the north side of the Bay of Chaleurs from Percé Point to the head of the bay, a distance of 140 miles, is interrupted in two places by portions of the road which are so little formed as to be almost impassable, one from Little Pabos to Port Daniel, the other from the Little Nouvelle to the Indian Mission, in all about 48 miles.

"These portions being improved, and the Metis or Kemp Road (from Point Aux Snelles, on the River St. Lawrence, to the head of the Bay of Chaleurs) better opened, the entire of Gaspé east and south, of New Brunswick east and north, would be approachable from the St. Lawrence with facility, as New Brunswick middle and west is by the Temiscouata Road."

Original gross estimate proposed by Mr. Killaly - - - £. 15,000

Detailed after-estimate furnished by the Engineer - - - 14,835

*" The Gosford Road.*

"Under this head is embraced the completion of the main line leading directly from Quebec through St. Giles, Ste. Croix, Inverness, &c., to Sherbrooke, at present but partially open, and not available in summer. It passes through the large tract of good settlement land belonging to the Crown, and will curtail the line of travel between Quebec and Sherbrooke by more than 50 miles."

Original gross estimate furnished by Mr. Killaly - - - £. 10,000

Detailed after-estimate furnished by the Engineer - - - 9,280

*" The Main Province Road from Quebec to Amherstburg and Port Sarnia.*

"Unquestionably beneficial as it would be to have the Main Province Road properly opened and established throughout, yet such an undertaking, in the present state of the country, is altogether beyond its resources. Under this head, therefore, is embraced the improvement of those portions only along which the advantages of water carriage are not afforded, viz., from the Cascades to the Province Line, and from Brantford to London; these portions it is proposed to properly form and macadamize or plank, and establish toll-bars thereon, the revenue from which would be quite equal to meet the interest of the outlay. From London westward it is intended for the present only to open, drain, trunk and form, raising and bridging where necessary.

"The building of the several bridges over the large rivers between Quebec and Montreal, the crossing of which at certain seasons is very dangerous, and attended with loss of life, is also calculated for."

Original gross estimate proposed by Mr. Killaly - - - £. 155,000

Detailed after-estimate furnished by the Engineer - - - 144,580



(No. 2.)

*La Chine Canal.*

Sir,

Board of Works, Kingston, 21 January 1841.

UPON the annual statement and other documents connected with La Chine Canal, sent in reference to this department, I am directed by the Board to report for his Excellency's information, that their attention having been, in the course of the past forwarding season, forcibly attracted by the evident insufficiency of the wharves for the accommodation of the greatly increased trade, the Board fully concur with the views expressed in the concluding paragraphs of the Commissioners' Report as to the necessity of immediately acquiring additional land adjoining the harbour and wharves. The Board are, however, disposed to go much further, and are of opinion that the affording of other necessary accommodation loudly called for by the trade, can no longer be put off; they conceive that two graving or dry docks for the building or repairing of vessels, several passing places along the line of canal, and a distinct and extensive wharf for firewood, are indispensable; all of these have been the subject of several petitions from the forwarding merchants to his Excellency and his predecessors. The necessity of them is fully admitted by the Canal Commissioners, but they justly say, that by the Act under which they are appointed, their powers extend only to works of repair.

The idea of enlarging this canal generally has been another cause of deferring these necessary works hitherto. There have been two schemes of enlargement put forward, one upon a scale so extensive as to equal the Cornwall Canal, and departing from the present line nearly in toto; the other, merely enlarging the existing canal to a reasonable extent. The contemplation of either should not, in the opinion of the Board, prevent the required accommodation being now afforded, for these reasons, that the necessary works will be attended with but comparatively small expense; that in the event of a moderate enlargement of the canal taking place, they will be available and form part of it; and should the idea of the enlargement on the great scale be ever entertained, even then, from the lapse of time that must occur, the expenditure upon the accommodation for the trade, in the meanwhile, would be fully warranted.

The Board would therefore respectfully recommend that the Canal Commissioners be instructed to have plans and estimates prepared of the cost of these works,—the dry docks, passing places and additional wharves, including the purchase of the ground that would be required, and they are of opinion that the most suitable place for the fuel-wharf and yard would be west of the second bridge, the cost of which should also be embraced in the estimate; it would then only be necessary for the Legislature to repeal the clause in the 9 Geo. 4, c. 12, by which the powers of the Commissioners are restricted to works of repair solely, and reinvest them with those of the original Commissioners, by which they were empowered, with the sanction of the Government, to have constructed such "other works" as might be necessary for the perfection of the canal, and to take the land necessary.

I have, &amp;c.

T. W. C. Murdoch, Esq.  
Chief Secretary.

(signed) Thomas Begly, Secretary.

EXTRACT from a REPORT of Mr. Keefer's, dated 16 November 1842, respecting the Line to be adopted in the enlargement of the La Chine Canal.

"I HAVE examined the whole line of the La Chine Canal, in company with Mr. Atherton and Mr. Mills, and after much discussion and reflection, we have unanimously concluded that the old line should be preserved, and the canal enlarged from Montreal to the Guard Lock, and from thence upwards; that the canal should be formed outside of the present one, by means of a mole or pier in the river, carried up and terminating opposite the village of La Chine.

"By pursuing this plan we obtain—1st. A fine broad entrance to the canal. 2d. Without disturbing private property and wharfs about La Chine; and 3d. We are not stinted for room, as we should be if we attempted enlarging the canal above the Grand Lock. 4th. We can build all the locks in summer, without, 5th. interfering with the old ones. 6th. We shall create the least possible amount of damage to farms; and 7th. The total cost of the canal will be less than by forming it an independent one. We shall also be able to carry on the work in summer and winter without disturbing the navigation.

"The plan decided on appears to be so plainly pointed out by a mere inspection of the ground, that I cannot anticipate any serious objection being raised against it. In pursuance therefore of the Chairman's instructions to me before I left Kingston, I have desired Mr. Atherton to take such steps as are necessary to commence the work forthwith. He has accordingly given notice for receiving tenders up to the 14th of December (a copy of which notice he will send up by the same mail that takes this letter), and hopes to have the portion of rock excavation intended to be let, laid out by the time the water is drawn from the canal. This is all that can now be done to make a beginning, but in the meantime, and very shortly, the whole line can be divided off into sections, the sites of the locks and culverts fixed upon, and plans and specifications prepared, so as to offer the whole to tender early in the winter, in order that every preparation may be made by procuring materials, &c., for commencing all the works in spring."

Thomas A. Begly, Esq., Secretary to the Board of Works.

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REPORT on the La Chine Canal.

Sir,  
CONFORMABLY with the instructions of the Board of Works, of the 15th instant, I have now the honour of submitting my Report on the proposed re-construction of the La Chine Canal, a subject to which the honourable the Chairman of the Board was pleased in the month of May last to order that my attention should be directed.

Montreal, 23 December 1842.

Three different projects have been suggested for effecting the proposed work, viz. :

- 1st. The widening and deepening the present line.
- 2d. The adopting an independent line from near Leishman's Point at La Chine, thence running the line at the back of the village, and through the low grounds of the reclaimed Lake St. Pierre, to the present terminus at Montreal.
- 3d. The constructing of the canal within the limits of the bed of the St. Lawrence, down the La Chine rapids, to about the foot of Nun's Island, and thence inland to the present terminus at Montreal.

Each of these projects is affected by considerations of no ordinary importance, as the base of their respective claims to preference ; these will doubtless be fully considered by the Board ; the special duty incumbent on me, on the present occasion, is to submit a statement of the costs which these different projects would in my opinion respectively involve, and which I respectfully beg to present as follows :—

ESTIMATE.—PROJECT, No. 1.  
*Enlarging the present Line, &c.*

	QUANTITY.	RATE.		£.		s.	d.
		s.	d.				
Connected rock cutting (50 feet) on Divisions 1 to 5 inclusive.	197,000	4	—	39,400	—	—	—
Detached rock on ditto - - - - -	30,000	2	—	3,000	—	—	—
	227,000						
Earth-work (100 feet bottom) in the upper reach, half at 1s. per yard, and half at 1s. 6d. per yard ; average, 1s. 3d.	447,189	1	3	27,949	6	3	
Cartage, half a mile on - - - - -	20,920	—	9	784	10	—	—
Earth-work (100 feet bottom) in the middle reach, half at 1s. per yard, and half at 1s. 6d. per yard, averaging 1s. 3d.	19,768	1	3	12,373	—	—	—
Cartage, quarter of a mile on - - - - -	3,212	—	6	80	6	—	—
Earth-work (100 feet bottom) in the lower reach, half at 1s. per yard, and half at 1s. 6d. per yard, averaging 1s. 3d.	121,349	1	3	7,584	6	3	
Rock cutting, 50 feet bottom, and earth-work 100 feet bottom -				91,171	8	6	
Pier at La Chine, to be formed from the waste on sections 1 to 5.	168,960	2	—	16,896	—	—	—
Clearing the channel, 200 feet wide, and expenses connected with the La Chine Basin.	—	—	—	5,000	—	—	—
Lock, No. 1. Guard-lock at La Chine - - -	11,000						
„ No. 2. at Côte, St. Paul, 11 feet lift - -	15,000						
„ No. 3. 9 feet lift - - - - -	14,000						
„ Nos. 4 and 5 combined, 26 9 lift - - -	30,000						
				70,000	—	—	—
Culverts, waste weirs, and bridges, probably -	—	—	—	10,000	—	—	—
Land, 150 acres, at probably 25 <i>l.</i> - - -	—	—	—	3,750	—	—	—
Contingencies - - - - -	—	—	—	5,000	—	—	—
				201,817	8	6	
Enlargement to 100 feet bottom through the Rock, in Divisions 1 to 5 inclusive.	150,000	4	—	30,000	—	—	—
Total with 100 feet bottom throughout -	—	—	—	£. 231,817	8	6	

PROJECT, No. 2.

The adopting an independent line from near Leishman's Point, at La Chine, thence running the line at the back of the village, and through the reclaimed lands of Lake St. Pierre to the canal basin at Montreal.

This Line, No. 2, may be described as follows :—

1st Division.—One mile and a half from Leishman's Point through rock cutting, averaging 15 feet deep.

2d Division.



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2d Division.—One mile and a half through hard ground, partly soil and partly rock, in about equal proportions; the cuttings averaging 15 feet deep.

3d Division.—Four miles through soft ground and bog-earth. The levels through this division might be so adjusted that the cutting and banking may balance each other, but it is considered that a greater pressure of water than three feet cannot be put on this soil, in consequence of its being of a nature unsuitable to resisting water pressure, and consequently that the depth of cutting through this division must be seven feet at least.

4th Division.—One mile and a half near Montreal, admitting of an average cutting of six feet.

## MEASUREMENT:

1st Division: Rock cutting, 50 feet bottom	-	-	-	285,912 feet.
2d Division: Ditto	-	-	-	142,956
„ Hard soil	-	-	-	142,956
3d Division: Bog-earth, 100 feet bottom	-	-	-	725,894
4th Division: Common soil, 100 feet bottom	-	-	-	197,002

The lockage will be the same as for Project No. 1. The culverts, waste weirs, and bridges will also be the same; but a greater quantity of land will be required, and heavier damage incurred by the farms being intersected by the line of the canal. The rates of prices will, however, be much in favour of the independent line. On these data the estimate will be as follows:—

## ESTIMATE.—PROJECT, No. 2.

	QUANTITY.	RATE.	—		
		s. d.	£.	s.	d.
Connected rock-cutting on Division, No. 1, 50 feet bottom.	285,912	3 6	50,034	12	—
Connected rock, on Division, No. 2	142,956	3 6	25,017	6	—
Earth-work - - - - - No. 2	142,956	— 10	5,956	10	—
Ditto - - - - - No. 3	725,894	— 7	21,171	18	2
Ditto - - - - - No. 4	197,002	— 10	8,208	8	4
Rock-cutting, 50 feet bottom, and earth-work, 100 feet bottom.	-	-	110,388	14	8
Completing the La Chine entrance	-	-	1,000	—	—
Locks, same as for Project, No 1.	-	-	70,000	—	—
Culverts, waste weirs and bridges	-	-	10,000	—	—
Land, 220 acres, at probably 25 l. per acre	-	-	5,500	—	—
Contingencies, as before	-	-	5,000	—	—
			201,888	14	6
Enlargement to 100 feet bottom, through rock, on Divisions 1 and 2.	329,986	3 6	57,747	11	—
Project, No. 2, 100 feet bottom throughout	-	-	£. 259,636	5	6

## PROJECT, No. 3.

The constructing the Canal on the bed of the St. Lawrence, or adjacent thereto, down the La Chine Rapids, to about the foot of Nun's Island, and thence inland to the present terminus at Montreal.

This line has been projected with the view of rendering the canal works subservient to the double purposes of navigation, and the attainment of mill-power.

In order to compare this project with the others before referred to, the summit level of the La Chine Rapids on Lake St. Louis, must be equally attained. The works involved in this Project No. 3, must therefore start from the head of the pier embraced in No. 1, and may be described as follows:

1st Division.—Eight miles of pier on the line of the bed of the St. Lawrence, adjacent to its northern bank, so located as to divide the fall of the La Chine Rapids into a series of steps at the different locks; the river line terminating at a point near the mouth of the river St. Pierre.

2d Division.—Half a mile inland to the present junction with the harbour at Montreal.

The bed of the river being almost exclusively connected rock, this line of navigation would be most easily formed by a retaining pier.

The height of this pier along the different reaches of the canal would be necessarily not less than 16 feet at the tail of the respective locks, gradually increasing to 25 feet at the head

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head of the locks, the lifts being supposed to be nine feet. The average height would therefore be 20½ feet, and the measurement will be as follows:

MEASUREMENT and ESTIMATE, PROJECT No 3.

	RATE.	
	s. d.	£. s. d.
Earth-work for body of pier, to be excavated from the north bank of the river, eight miles in length, 12 feet in top, average height, 20½ feet, and sloped on each side, at the rate of 2 to 1, containing 1,699,737 yards.	1 -	84,986 17 -
Stone facing to pier, 4 feet thick outside, and 2 feet thick inside, 450,560 yards.	5 -	112,640 - -
2d Division.—One mile and a half earth-work, averaging 6 feet cutting, 197,002 yards.	- 10	8,208 8 4
Pier and Earth-work - - - - -	- -	205,835 5 4
Locks, same as before - - - - -	- -	70,000 - -
Culverts and bridges, probably - - - - -	- -	5,000 - -
Land - - - - -	- -	2,000 - -
Contingencies, as before - - - - -	- -	5,000 - -
PROJECT, No. 3. - - - - -	£.	287,835 5 4

The above estimate does not embrace any work connected with the formation of mill-seats and water-races connected therewith, but simply the works necessary for the canal. As regards this project, I would beg to remark, that I cannot contemplate its adoption without entertaining the most serious apprehension of the casualties to which works so located would be exposed, and the consequent hazard to which the whole trade of the Province would be exposed; but I deem it no part of my duty on the present occasion to discuss the relative merits of projects referred to, further than as regards the practical costs of the respective works, and of which I now beg to submit the following abstract of the results of the foregoing calculations:

ABSTRACT:								£.	s.	d.
Project, No. 1.—The present line enlarged	-	-	-	-	-	-	-	231,817	8	6
„ No. 2.—The inland line	-	-	-	-	-	-	-	259,636	5	6
„ No. 3.—The river line	-	-	-	-	-	-	-	287,835	5	4
COMPARATIVE RESULTS:										
Project, No. 2	-	-	-	-	-	-	-	259,636	5	6
„ No. 1	-	-	-	-	-	-	-	231,817	8	6
Difference in favour of No. 1								£.	27,818	17 -
Project, No. 3	-	-	-	-	-	-	-	287,835	5	4
„ No. 1	-	-	-	-	-	-	-	231,817	8	6
Difference in favour of No. 1.								£.	56,017	16 10

I have, &c.  
(signed) Charles Atherton.

Thomas A. Begly, Esq.,  
Secretary to the Board of Works.

(No. 3.)

LAKE ST. PETER.

REPORT of Mr. Atherton's, of 27 December 1842 on the Improvement of the Navigation of Lake St. Peter.

Contracts for the dredging outfit for the prosecution of the Lake St. Peter works have been completed to the following extent:

CONTRACTS FULFILLED:								£.	s.	d.
Mr. J. J. Nesbitt, 1 dredging vessel	-	-	-	-	-	-	-	1,800	-	-
„ 1 trial scow	-	-	-	-	-	-	-	400	-	-
Mr. D. Vaughan, 1 dredging vessel	-	-	-	-	-	-	-	2,100	-	-
„ 1 trial scow	-	-	-	-	-	-	-	400	-	-
Messrs. Millar, Edmonston & Allen, 1 tug-boat	-	-	-	-	-	-	-	1,500	-	-
Contracts Fulfilled								£.	6,200	- -

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CONTRACTS ON HAND:						£.	s.	d.
Mr. J. J. Nesbitt, 4 discharging scows	-	-	-	-	-	1,800	-	-
Messrs. Ward & Brush, engines for 2 dredging vessels	-	-	-	-	-	2,000	-	-
Ditto ditto for 2 sets of buckets and sinks complete, according to weight, probably	-	-	-	-	-	800	-	-
Frames and thimbles	-	-	-	-	-	500	-	-
The St. Mary Foundry Company, for engines for tug-boat	-	-	-	-	-	2,700	-	-
Mr. Armstrong, of Quebec, for the sluices of the scows and machinery for washing same, at schedule prices, according to weight, but probably	-	-	-	-	-	750	-	-
Contracts on Hand	-	-	-	-	-	£. 8,550	-	-

CURRENT EXPENSES:						£.	s.	d.
Expenses for outfit of chains, anchors and cordage, and towage into winter quarters (bills not all delivered), probably	-	-	-	-	-	350	-	-
Further expenses on the opening of the navigation for like purposes	-	-	-	-	-	250	-	-
	-	-	-	-	-	£. 600	-	-

I also think it advisable that about 2,000 l. be invested for leading iron cables and buoys in the line of operations, but this has not yet been formally proposed to the Board for their sanction	-	-	-	-	-	2,000	-	-
Expenses of management; Mr. Atherton's salary from 18 Sept. 1841 to 1 January 1843	-	-	-	-	-	384	17	2
George Meldrum, from 1 August 1842 to 1 January 1843	-	-	-	-	-	62	10	-
	-	-	-	-	-	£. 447	7	2

SUMMARY OF LAKE ENGAGEMENTS, as above.

	£.	s.	d.
Contracts fulfilled	6,200	-	-
Ditto on hand	8,550	-	-
Bills for outlay, probably	600	-	-
Salaries to engineer and superintendent	447	7	2
Proposed outlay for outfit, not yet sanctioned by the Board	2,000	-	-
	£. 17,797	7	2

The contract works now on hand are in satisfactory progress, and I have every reason to anticipate that operations on the lake will be commenced as soon as the season will admit.

(No. 4.)

EXTRACTS from REPORTS respecting the *Beauharnois* Canal, No. 1 to 7 inclusive.

(1).—EXTRACT of a Letter from the Chairman of the Board of Works to the Civil Secretary, dated 14 December 1839. (No. 28.)

"In reference to the communication of his Excellency the late Governor-general, dated the 13th October last, requiring the opinion of this Board, 'whether for the completion of the St. Lawrence Canal, it would be advisable to run it on the south or north side of the river,' the Board beg leave respectfully to report:

"That, having carefully examined the Reports, plans and estimates of Messrs. Baird and Stephenson, on the practicability of constructing the said canal through the seigniory of Beauharnois, and those of Mr. J. B. Mills for the same, through the seigniories of Soulanges and Vaudreuil; they find themselves unable to arrive at any conclusive opinion on this subject, for the want of more information.

"The Board find that the engineers who have been employed to report on these routes, have confined themselves in their examinations each to his own side of the river; and consequently, that no investigation by a professional person has yet been made as to their comparative merits. The Board are further of opinion, that a route may be found for this canal possessing many decided advantages over any that has yet been proposed, and in order to enable them to report satisfactorily on the reference now before them, they are desirous of engaging a skilful and competent engineer to make such examinations as they shall direct."

(2.)—EXTRACT from a REPORT of the Chairman of the Board of Works to his Excellency the Governor-general, dated 20 February 1840.

“The Board are at present unprepared to decide the preliminary question submitted, namely, on which side of the St. Lawrence, between the Lakes St. Francis and St. Louis, the canal should be located, for the reasons set forth in their Report (No. 28); but should it please your Excellency to grant the prayers thereof, the Board are of opinion that they will be enabled to submit to your Excellency’s consideration a more advantageous and less expensive line than any yet proposed for that object.”

(3.)—EXTRACT from a REPORT of the President of the Board of Works, for the information of his Excellency the Governor in Council, dated 12 May 1842.

“The Board would strongly recommend that some progress with the works of this section\* should be authorized this year, so that it may be completed in 1844. No work having yet been commenced on it, several lines have been explored for its route, chiefly on the north side of the river, to which the Board of Works, conceiving there was much objection as to difficulty of construction and expense, have had the line formerly selected by Mr. Stevenson on the south side of the river, carefully re-surveyed by a competent engineer. The result of the survey fully confirms the view the Board had taken of it, the line being in every respect preferable to that on the north side, and the work can be executed at a very reduced cost. An objection has been raised by some in a military view, to having it on the south side, to which the Board do not attribute any weight, more especially as the Cornwall portion of the navigation (nearly completed) is within musket shot of the American territory, as will necessarily be other portions of the general line also. Whereas this portion, as proposed, is about 20 miles from the frontier.”

(4.)—ESTIMATE of the probable Cost of Constructing a CANAL between *Lake St. Francis* and *Lake St. Louis*. Locks, 200 × 45 × 9. Canal, 80 feet wide at bottom, 10 feet deep. Banks, 14 feet high, and 12 feet wide at top. Slopes 2 to 1.

SOUTH SIDE—INLAND (BEAUHARNOIS CANAL).

1.—From Channel in Lake St. Francis to Mainland.

	£.	s.	d.	£.	s.	d.
Removing 19,100 cubic yards of boulder-stones from the point of the shoals between Isle au Chats and the Mainland; the stones to be raised by the patent steam dredge (constructed on the principle of the steam excavator, now in successful operation in the United States), and deposited in the deep water below the shoals, at 5s. -	-	-	-	4,775	-	-
Cost of dredge, 2,500 l. for its use on this service - - - -	-	-	-	500	-	-
Excavation below surface of water at the entrance of the canal, 5,500 cubic yards, at 1s. - - - - -	275	-	-			
Boulder-stones that may be found in this excavation, 1,000 cubic yards, at 1s. extra - - - - -	50	-	-			
Forming the end of the pier from the excavation, 1,500 cubic yards at 6d. - - - - -	37	10	-			
Slope wall, for its protection, 150 cubic yards, at 7s. 6d. - - -	56	5	-			
Coffer-dam (no pumping, as the water can be drawn off through the canal) - - - - -	600	-	-			
Timber bulwark for the defence of the point of the pier, 550 cubic yards, at 9s - - - - -	274	10	-			
				1,266	5	-
TOTAL of the First Item - - - -	£.			6,541	5	-

2.—The Canal from the Mainland to Water in Lake St. Louis.

Excavation to 0.29-65 chains, 204,500 cubic yards, at 11d. - - -	9,372	18	4			
Embankment from excavation, 12,000 cubic yards at 6d. - - -	300	-	-			
Loose stone in the above, 15,500 cubic yards, 1s. extra - - -	775	-	-			
Stones to be blasted, 5,000 cubic yards, at 2s. 6d. - - - -	625	-	-			
Stones carried more than 300 feet to face the bank, 5,000 c. yds. at 1s. -	250	-	-			
				11,322	18	4
Excavation to 0.66-95 chains, 199,000 cubic yards, at 10d. - - -	8,291	13	4			
Embankment, 14,000 cubic yards, at 9d. - - - - -	525	-	-			
Loose stones to be excavated, 9,000 cubic yards, at 1s. extra - - -	450	-	-			
Stones to be blasted, 3,000 cubic yards, at 2s. 6d. - - - -	375	-	-			
				9,641	13	4
Excavation to 0.100-102 chains, 130,000, at 8d. - - - - -	4,333	6	8			
Embankment, 16,600 yards, at 9d. - - - - -	622	10	-			
Stones, 1,000 cubic yards, at 1s. extra - - - - -	50	-	-			
				5,005	10	8
						Excavation

\* The Canal from Coteau du Lac to the Cascades.



PUBLIC WORKS (CANADA).

201

	£.	s.	d.	£.	s.	d.
Excavation to 0·171–191½ chains, 262,100 cubic yards, at 8 <i>d.</i> -	8,736	13	4			
Loose stones, 4,500 cubic yards, at 1 <i>s.</i> extra -	225	-	-			
Stones to be blasted, 1,500 cubic yards, at 2 <i>s.</i> 6 <i>d.</i> -	187	10	-	9,149	3	4
Excavation to 0·227–129 chains, 187,000 cubic yards, at 1 <i>s.</i> -	9,350	-	-			
Embankment from excavation, 39,300 cubic yards, at 6 <i>d.</i> -	982	10	-			
Loose stones, 24,000 cubic yards, at 1 <i>s.</i> extra -	1,200	-	-			
Stones to be blasted, 8,000 cubic yards at 2 <i>s.</i> 6 <i>d.</i> -	1,000	-	-	12,532	10	-
Excavation to 0·261–97 chains, 130,000 cubic yards at 9 <i>d.</i> -	4,875	-	-			
Embankment, 45,800 cubic feet, at 9 <i>d.</i> -	1,717	10	-			
Stones, 1,000 cubic feet, at 1 <i>s.</i> extra -	50	-	-	6,642	10	-
Excavation to 0·290–87 chains, 136,400, cubic yards, at 9 <i>d.</i> -	5,115	-	-			
Embankment, 12,700 cubic yards, at 9 <i>d.</i> -	476	5	-	5,591	5	-
Excavation to 0·319–87 chains, 149,100 yards, at 9 <i>d.</i> -	-	-	-	5,591	5	-
Excavation to 0·327–24 chains, 66,000 cubic yards, at 9 <i>d.</i> -	-	-	-	2,475	-	-
Excavation, earth, to 0·334–21 chains, 4,900 cubic yards, at 8 <i>d.</i> -	163	6	8			
Excavation, rock, 5,000 cubic yards, at 5 <i>s.</i> -	1,250	-	-			
Embankment from excavation, 38,000 cubic yards, at 1 <i>s.</i> -	1,900	-	-	3,313	6	8
Excavation, earth, to 0·252, water, 41 chains, 25,300 cubic yards, at 8 <i>d.</i> -	843	6	8			
Excavation, rock, 27,300 cubic yards, at 5 <i>s.</i> -	6,825	-	-			
Embankment, 40,000 cubic yards, at 1 <i>s.</i> 3 <i>d.</i> -	2,500	-	-	10,168	6	8
Slope wall, two miles of canal, with sills, 11,000 cubic yards at 7 <i>s.</i> 6 <i>d.</i> -	4,125	-	-			
Grubbing and clearing, 50 acres, at 12 <i>l.</i> -	600	-	-	4,725	-	-
Guard lock -	11,000	-	-			
Eight lift locks, 12,500 <i>l.</i> each -	100,000	-	-			
One road culvert over River St. Pierre -	3,500	-	-			
Four small culverts, 1,000 <i>l.</i> each -	4,000	-	-	118,500	-	-
Catch-water drain, 11 miles, at 65 <i>l.</i> per mile -	715	-	-			
Fencing, 11½ miles, at 320 <i>l.</i> per mile, both sides -	3,760	-	-			
Two toll-collector's houses, 250 <i>l.</i> each -	500	-	-			
Six lock-houses, 150 <i>l.</i> each -	900	-	-	5,875	-	-
Three swing bridges, at 1,600 <i>l.</i> each -	4,800	-	-			
Damages and compensation for bridges -	5,000	-	-	9,800	-	-
TOTAL of Second Item -	£.			220,333	15	-

3.—Excavation under water to the Channel in Lake St. Louis, Piers, Coffe-dam, &c.

Coffe-dam and pumping -	2,500	-	-			
Rock excavation under water, 10,800 cubic yards, at 5 <i>s.</i> -	2,700	-	-			
Pier, 14,600 cubic yards, at 7 <i>s.</i> 6 <i>d.</i> -	5,475	-	-			
Sea wall stones, 14,300 cubic yards, at 2 <i>s.</i> 6 <i>d.</i> -	1,787	10	-			
Breast wall, dry, 1,500 cubic yards, at 7 <i>s.</i> 6 <i>d.</i> -	562	10	-			
Filling behind breast-wall, &c., 8,900 cubic yards, at 1 <i>s.</i> -	445	-	-	13,470	-	-

SUMMARY.

1st Item.—From Channel in Lake St. Francis to Mainland -	6,541	5	-
2d Item.—The Canal from the Mainland to water in Lake St. Louis -	220,333	15	-
3d Item.—Excavation under water to the Channel in Lake St. Louis, Piers, Coffe-dams, &c. -	13,470	-	-
Superintendence and contingencies -	15,555	-	-
TOTAL -	£.		
	255,900	-	-

Remarks.

In reference to the first item, it may possibly be found advisable (instead of going to the expense of removing so much as 19,000 cubic yards of the points of the shoals) to construct a towing-path from the entrance of the canal along the bank of the river, a distance of one mile, to the point at Knight's House, and from thence, a distance of 30 chains, along the shoal lying on the south side of the channel, and terminating at the point where the channel is narrowest. This would cost much about the same as the work estimated, being as follows :

	£.	s.	d.
Towing-path along back, 28,160 cubic yards, at 8 <i>d.</i> -	938	13	4
Towing-path to point of shoal, 31,680 cubic yards at 1 <i>s.</i> 6 <i>d.</i> -	2,376	-	-
Removing points of shoals, 6,800 cubic yards, at 5 <i>s.</i> -	1,700	-	-
Use of the steamdredge -	500	-	-
£.	5,514	13	4

Office, Board of Works, }  
Kingston, 1 October 1842. }

(signed)

Samuel Keefer, Engineer, Board of Works.

(5.)—EXTRACT from the REPORT of the President of the Board of Works, to His Excellency the Governor-general, upon Mr. *Simpson's* Objections to adopting the South side of the *St. Lawrence*, for the line of a Canal.—(*Vide* pp. 160–163.)

(6.)—EXTRACT from the REPORT of *J. B. Mills, Esq.*, Civil Engineer, respecting the Improvement of the Entrance to the *Beauharnois Canal* from *Lake St. Francis*.

20 December 1842.

“ In descending, therefore, it may be settled that Grosse Point is to be neared ; thence, the south channel afford an easy and good direction for the canal, and is of ample dimensions, the narrowest part being 500 feet wide, where even a sail-boat can tack and beat. Just below said narrow place there is a little work to be done, in order to improve the channel and its direction ; (I say improve, as now a pilot understanding the ground can take a steam-boat of the largest dimensions for canal navigation, full freighted, to the canal by the south channel, having to veer awkwardly at one point only, which is just below the place marked 500 feet wide). The boulders upon the shore are, I consider, all that are to be moved, and which cannot amount to 50 cubic yards. This done, the channel from the canal to the lake is good and liberal enough to satisfy any reasonable demand, and should it ever appear desirable to tow from the canal to Chartier's Point, and even to Grosse Point, the towing path can be along the beach and shoal at a moderate expense, and at a convenient distance from the channel.

“ We will have ultimately at each extremity of the *Beauharnois canal*, a small amount of work for a dredge ; in clearing away coffer-dams, &c., at *Lachine*, there will be the same class of work, as well as at the termination of the short canal necessary for the improvement of the navigation below *Prescott*. In reference to all which I propose that either the Government shall have a dredge built, to be worked under their directions, or shall contract for a bulk sum for each job. *Noble* says his dredge and out-fit will cost 1,250 *l.* ; *Simpson* values his at 250 *l.* As to the work now more immediately referred to (the removal of the boulders partially obstructing the entrance from *Lake St. Francis*), it will thus cost more to prepare to do it than the work itself will cost.”

(7.)—EXTRACT from SECOND REPORT of Mr. *Tate*.

“ Sir,

*Beauharnois Canal*, 13 August 1842.

“ I BEG leave to lay before the honourable the Board of Works, the following Report of the progress of the Works of the *Beauharnois Canal*.

“ The works of that portion of the canal comprised between stations 146½ and 128, which were commenced on the 12th of last month, are advancing rapidly and present a good appearance. The north bank of the canal is up to its height at several places.

“ The quantity of excavation done to this day, 83,879 cubic yards.

“ Nearly the whole of the Irish employed being immigrants but newly landed, many of them having suffered severely on the voyage out and by subsequent privation, the progress of the work has not been quite so satisfactory for the earlier part as it has now become. The men, by daily food and rest, and regular practice, are now becoming more energetic and are working with better heart. The general health of the men has been very good. The conduct of the men and foremen has also been very good. No collision or angry feeling has arisen between the races, and but five men have been discharged for bad conduct.

“ These facts, together with the favourable state of the weather, favour the supposition that this portion of the canal will be speedily executed.”

EXTRACT from Mr. *Tate's* FOURTH REPORT.

15 September 1842.

“ THE weather has not been so favourable as during the previous fortnight, and some delay has occurred in consequence. The work, however, advances satisfactorily, and the utmost good feeling continues to exist amongst the men.

“ The total amount of excavation to this day, 212,740 yards.”



(No. 5.)

## RAPIDE PLAT, GALOPES, &amp;c.

Sir,

Beauharnois, 8 February 1843.

IN accordance with instructions received from the Board of Works, as per letter of the secretary, of the 29th December 1842, "to prepare such plan and estimates for the several works, whether earth-work or masonry, as are required to perfect the navigation of the St. Lawrence, between Prescott and Cornwall Canal, upon the same scale as the Beauharnois Canal," I beg leave to submit the following remarks, reference being had to my plans of the works in question, and the report of the Commissioners for improving the Navigation of the St. Lawrence, of December 1833, which plans and Report are in the office of the Board of Works.

The Report above alluded to contains some remarks of mine upon the "scale" of improvement necessary for these minor rapids, which I consider yet good; viz. That as the channel of the river passing the points in question, is ample for the draught of water and the tonnage contemplated in these improvements, all descending craft of whatever kind will go down the river, therefore these improvements, being for the ascending trade, require only 50 feet of bottom, rather than 80 feet, as at the Beauharnois Canal.

The locks must follow the scale and style of those at the Beauharnois Canal.

The first impediment to the navigation of the St. Lawrence above the Cornwall Canal is at Farren's Point, which plan I do not propose to alter. In the final location some slight changes may be made, which will not materially affect the cost. This remark applies also to the points above.

The works at Farren's Point must be about four-fifths of a mile in length. The plan of operations proposed here, was to excavate the canal mainly in the river bank, and form the outside bank of the material from said excavation, and without making any use of pier or crib-work of timber, (upon the presumption that enough stone will be found in the course of excavation, as at Long Saut, by which to form the bank and render it permanent; but at Farren's Point the quantity of stone in the excavation is of doubtful magnitude). As acting on this plan is virtually saying that we will dig into the river bank, and carry out earth for the outer bank until the canal is formed, or until so much of the earth thrown out remains as to form the outer bank, and that such plan is evidently indefinite. I propose to proceed differently, but upon a plan which I think will not cost more; therefore I conclude that certainty, facility, ultimate safety and economy, urge the adoption of pier or crib-work to form the lower part and outside of the embankment in the river. This wood-work will be ever under water, and finally covered with the embankment, and will cost 3,724*l.*, also I add for work connected with the lock 1,000*l.*, making 4,724*l.*

In the Report above referred to, the expense of improving this place is put down at 23,735*l.* 10*s.*, to which I add the above 4,728*l.*, and we have for the expense here 28,459*l.* 10*s.*

The next point for improvement is Rapide Plat, which is  $3\frac{2}{10}$  miles in length; here also I refer to the plans and Report of 1833, and propose to adhere to that plan.

For about three-quarters of the distance the plan then contemplated (as at Farren's Point) for effecting the improvement, will answer but for a little more than one mile of the work, or the mile next below the first half mile from the head, where the shore is bold and the current strong; I propose to adopt pier and crib-work, which will cost 5,586*l.*, also to the work connected with the lock I add 1,000*l.*, making 6,586*l.* This canal is nearly four miles long, and I think requires a guard lock, which cannot be constructed to answer all the ends desirable short of 9,883*l.*; a guard lock was not originally contemplated here.

The improvement, as per said Report, was to cost 46,227*l.* 10*s.*, which amount I leave to stand, and the above items, 5,586 × 9,883*l.*, making for the expense at Rapide Plat 61,796*l.* 10*s.* currency.

Above Rapide Plat there are three points noticed in the Report of 1833, which may be considered difficult, viz., the Pine-tree Point, Point Iroquois, and Presqu'isle; the first I do not consider requires improvement. Point Iroquois is a difficult passage, and a very expensive place to improve.

Before giving an estimate, or an opinion concerning it and Presqu'isle, I wish to make some further examinations. With Point Iroquois and Presqu'isle, I will put the Lower Galopes, and for the present dispose of them by saying that the improvements in the application of steam power, which yet are in progress, are favourable to the hope and to the opinion that these minor obstacles may soon be successfully encountered, not requiring any expenditure upon them.

The next point in course, is the upper and principal Galopes, about which there is no question as to the necessity of its improvement. In the Report of 1833 the expense at this place is put down at 14,153*l.*; to which I wish to add, on account of some changes in the manner of proceeding, as at Farren's Point, and partially at Rapide Plat, 4,000*l.*, making for the improvement at the Galopes 18,153*l.*

Above the Galopes, and near Chimney Island, for a short distance, it will be necessary to dredge the Canadian Channel and remove some large boulders.

I am not now in possession of perfect data for an estimate here, but I think that 750*l.* will do what is necessary.

595.

Thus

Thus I have gone over the line from the Cornwall Canal to Prescott, and ask for expenditures as follows :

	£.	s.	d.
Farren's Point - - - - -	28,459	10	-
Rapide Plat - - - - -	61,796	10	-
The Galopes - - - - -	18,153	-	-
Chimney - - - - -	750	-	-
TOTAL - - -	£. 109,159	-	-

The stone for the locks at the several points will be obtained conveniently.  
If desirable, this work can all be put under contract soon, the locks immediately.

I am, &c.  
(signed) J. B. Mills.

To The Hon. H. H. Killaly,  
Chairman of the Board of Works.

(No. 6.)

WELLAND CANAL.

ESTIMATE of the Cost of Re-constructing the Locks, Constructing the Harbours, and Enlarging the Trunk of the *Welland Canal*, assuming the *Grand River* as the source of Supply.

	£.	s.	d.
Work already under contract - - - - -	237,600	-	-
Constructing the harbours - - - - -	20,700	-	-
Two locks below St. Catherine's - - - - -	20,250	-	-
Allanburg locks - - - - -	9,000	-	-
Port Colborne lock - - - - -	8,460	-	-
Thirty waste weirs and 20 bridges - - - - -	13,950	-	-
Aqueduct over the Welland River - - - - -	18,000	-	-
Locks to and from the Welland River - - - - -	5,400	-	-
Enlargement of the trunk throughout - - - - -	48,771	-	-
Gates for 28 locks - - - - -	12,600	-	-
Superintendence and contingencies - - - - -	39,474	-	-
£.	434,215	-	-

The foregoing is an estimate of the cost of all the works necessary for the full completion of this canal, upon the principle of its being supplied as at present from the Grand River ; but from the apprehensions entertained by some that this source of supply may at a future period be found inadequate for the greatly increased trade, which may with certainty be calculated upon, and from the low rates at which the work remaining to be done is tendered for, I would strongly recommend, as highly deserving the consideration of the Board, the bringing through the waters of Lake Erie at once. By so doing the communication would be rendered perfect, and the supply of water, both for the purposes of navigation and for the most extended machinery, more than sufficient. The effect of draining the several flooded townships would be to render upwards of 30,000 acres of land, at present worthless, very valuable, and also to produce the most salutary effects upon the health of this section of the country. An estimate is accordingly submitted of the cost of enlarging the canal so as to admit the waters of Lake Erie.

	£.	s.	d.
Work now under contract - - - - -	237,600	-	-
Constructing the harbours - - - - -	20,700	-	-
Two locks below St. Catherine's - - - - -	20,250	-	-
Two locks at Allanburg, and entrance to the feeder - - - - -	9,000	-	-
A guard lock at Port Colborne - - - - -	3,600	-	-
Thirty waste weirs and 20 bridges - - - - -	13,950	-	-
Aqueduct over the Welland River - - - - -	16,020	-	-
Enlargement of the trunk throughout - - - - -	92,355	-	-
Lock gates - - - - -	12,600	-	-
Superintendence and contingencies - - - - -	42,607	-	-
£.	468,682	-	-

(signed) J. Power.

19 June 1843.



(No. 7.)

WELLAND and LA CHINE CANALS.

STATEMENT OF TOLLS received on the *Welland* and *La Chine* Canals.

		1840.	1841.	1842.
		£. s. d.	£. s. d.	£. s. d.
Welland Canal	- -	19,175 11 10	20,210 19 9	23,946 19 9
La Chine ditto	- -	10,718 13 6	16,991 13 -	14,131 9 3

Office of Board of Works, }  
26 June 1843.

(No. 8.)

BURLINGTON BAY CANAL.

Sir,

Board of Works, Kingston, 18 March 1843.

IN reporting upon the proper site for the construction of the Burlington Bay Canal, I shall, *in limine*, lay down the conclusions at which I have arrived, and then proceed to enumerate the considerations which have led to them. In these conclusions, I consider that I assume a strong and impregnable position, for they are the result of much patient and careful thinking, after twice visiting the ground, and after making approximate estimates of the cost of constructing the canal at each of the several places that have been named.

First.—To construct a canal which shall combine the greatest number of advantages, and afford to vessels and craft navigating it the greatest ease on entering and departing, the situation should coincide with that of the present canal.

Secondly.—At this place the canal can be constructed at the least expense; any other site would cost more.

There have been four places named for the site of this canal: 1st. The one herein proposed, being in fact a reconstruction of the present canal; 2d. A situation close to the north side of the present canal.—(This plan was a suggestion of my own, in my Report and estimate of the 9th July 1841, in which I proposed to abandon the old work altogether, but to place the new work near enough to it to be under shelter from the S. E. winds);—3d. At the old outlet; 4th. Near the north shore, cutting the canal through Brant's Pond.

In favour of the first position, being that which I have now selected, I may remark, that the fact of the present canal keeping itself open, and maintaining its depth from year to year, while the sand is in continual motion along the beach, indicates the safety and certainty of the result, that would attend the expenditure of money at this place.

On the other hand, it has not been proved, nor can it be known, what would be the precise result of cutting the canal more northerly.

In a nautical point of view, one of the strongest reasons in favour of this position is this, that the line of navigation from Hamilton to the outer lake will be made to coincide very nearly with the middle of the delta formed by the beach, so that vessels going either way have fair beating-ground and ample room to take advantage of every wind at all favourable. In this direction the wind will be more constant and regular than nearer the north shore where the hills are high, and cause it to move more at intervals or in gusts.

Not trusting to my own judgment in nautical matters, I have obtained the opinion of several lake captains relative to the position of the canal. I find that the most experienced and intelligent seamen (among whom I will mention Captain Gordon, of the steamer *Britannia*, who has had the advantage of several years' daily experience in running through the canal during the season of navigation), concur in representing the first position as decidedly preferable to any other for the accommodation of sailing craft. The only advantage conceded to the fourth position being that vessels, in case of snow storms or fogs, which at certain seasons of the year are very frequent, would have a better chance of making

the entrance with the sounding lead, by following up the land along the north shore. As an off-set to this advantage it is, however, stated, that if the wind is at all strong from the eastward the lake is so rough that it would be impossible to steer by soundings, because of the uncertainty of obtaining them with accuracy.

It is my intention to obviate this difficulty, in a great measure, by attaching a bell to the pier-light, with machinery suitable to keep a hammer striking it at stated intervals during fogs and snow-storms.

With this contrivance the canal constructed in this place will afford the most facile, safe and durable entrance that can be obtained.

In reference to the cost of a canal at the several positions, I herewith submit detailed estimates of the first and fourth, made up from the contract price for timber, from Mr. Shaw's estimate of the cost of stones delivered, and from a comparison of the most recent tenders for workmanship in framing and sinking the cribs; the second I have calculated to cost 2,000*l.* more than the first, and the third will cost about 65,000*l.*; the cost of each will therefore stand thus:

					<i>Feet.</i>	<i>£. cy.</i>
1.	Re-construction of old canal	-	-	-	2,430	38,094
2.	Canal close to present canal	-	-	-	2,430	40,094
3.	Canal at old outlet	-	-	-	4,300	65,000
4.	Canal at Brant's Pond	-	-	-	4,400	69,356

The first or intended site will therefore cost 2,000*l.* less than the second, 26,906*l.* less than the third, and 31,262*l.* less than the fourth.

In these estimates I have allowed for making the clear breadth between the piers 150 feet, as being in my opinion sufficient, with straight and parallel piers, for ensuring easy entrance. I propose to substitute a ferry for the swing bridge, but if this prove inadequate to the travel across the canal, 150 feet is not too great a span for the erection of a double swing-bridge, which, placed upon a long, narrow and pointed pier, in the middle of the channel, can be made to open both sides at once, and leave the whole, except 20 feet, clear for the passage of vessels.

By the execution of the work estimated for, the old south-east pier, which has been constructed at great expense, will be brought into use, and the new south-east pier, which is exposed to the force of a tremendous sea, will be placed beyond the possibility of danger.

I propose to carry out the piers to 15 feet water in the lake, and 12 feet water in the bay.

The great advantage of constructing the canal at the present site is the facility afforded by the old canal of communicating with all parts of the new work while in progress, and the security of the materials, which can be transferred at pleasure from the lake to the bay and *vice versa*, under shelter of the old south-east pier. This is an advantage that cannot be enjoyed at either the third or fourth position; there, when a storm comes on there is no shelter, every thing is at the mercy of the waves; the difficulty and delay these storms would occasion would greatly enhance the cost of the work at those two places.

In making my estimate for the cut through Brant's Pond, I have not heeded the suggestion set forth by certain interested parties, that it would merely be necessary to construct piers to and from Brant's Pond, and the force of the current would sweep out the mud at the bottom. There is no analogy in the operation of natural causes to support this assertion; on the contrary, we observe at every enlargement of the present canal beyond the ordinary breadth that a deposit of sand has taken place; so would it do here. I have therefore considered it necessary, and have so estimated, to continue the piers unbroken through the pond.

You will perceive, by this Report, that reflection and calculation have brought me to adopt your views and suggestions relative to making use of the present canal for forming the new one. My first Report and estimate referred to an independent canal, close to the north of the old one; but the result of the estimates, and the consideration of the great advantages afforded by incorporating the old south-east pier with the new one, induce me now to report in favour of re-construction.

Did I not anticipate the opposition of interested persons to the plan now proposed, I would consider it necessary to apologize for dwelling at such length upon a decision, the correctness of which is so obvious; but plain as it may appear to you, that the canal can be constructed so much cheaper at the present site, and at the same time be made to combine so many more advantages than at any other place north of it, I shall not be surprised to find a strong opposition raised against the plan by persons who will not hesitate to assert, that the least eligible and most expensive place is the one which ought to be selected.

I have, &c.

S. Keefer,

Engineer, Board of Works.



ESTIMATE of the Cost of Re-constructing the *Burlington Bay* Canal.

It is proposed to found the south pier in the channel of the old canal, to build another pier parallel to this on the north side, at a distance from it of 150 feet; to dredge and clear out the intervening space to form the new canal, which will therefore include the taking up and clearing away of the whole of the present north pier, and to fill in the space between the new and old S. E. pier with stones.

The north pier will be made 2,330 feet long and 20 feet wide, with the exception of 30 feet at the eastern termination, which will be 30 feet wide.

The south pier will be made 2,430 feet long, 2,155 feet of it to be 20 feet wide, and the rest (275 feet) at the eastern end will be 50 feet wide at one place, and diminish to 30 feet wide at the end.

Both piers are to have a recess left in them, 40 by 30 feet, for a ferry-boat to ply, in lieu of the present swing bridge.

NORTH PIER:

	£.	s.	d.
From A. to B., 700 feet.			
„ C. to M., 525 feet; 1,225 feet of pier, 20 feet wide, and founded in 10 feet water, on brush bottoms, at 3 l. 10 s. 6 d. per cubic foot - -	4,318	2	6
From B. to C., 755 feet.			
Recess, 60 feet, 835 feet of solid pile, wharfing-piles cut off at surface-water, and crib-built thereon, 2 l. 11 s. - - - - -	2,129	5	-
From M. to D., 300 feet of pier, 20 feet wide, and founded in 10 to 15 feet water, brush bottoms, at 4 l. 0 s. 6 d. - - - - -	1,207	10	-
From d. to D., 30 feet water, crib in 15 feet water, at 7 l. 2 s. - -	213	-	-
Piling and capping from A. to B., 700 feet			
Ditto ditto C. to M., 525 „			
Ditto ditto M. to D., 330 „			
———— 1,555 feet, at 10 s. - - - - -	77	15	-
Extra piles at D., 30 feet, at 15 s. - - - - -	22	10	-
	7,968	2	6

Note.—The piers extend to 15 feet water in the lake, and to 12 feet water in the bay.

SOUTH PIER:

Recess, 60 feet.			
From G. to h., 1,950 feet of pier, 20 feet wide, founded in an average of 10 feet water, brush bottom, 2010 feet, at 3 l. 10 s. 6 d. per - -	7,085	5	-
From h. to H., 250 feet of pier, 20 feet wide, founded in 10 to 15 feet water, 250 feet, at 4 l. 0 s. 6 d. - - - - -	1,006	5	-
From H. to K., 275 feet of pier, varying from 50 to 30 feet wide, in 18 feet water, at 9 l. 2 s. 3 d. - - - - -	2,405	18	9
Piling and capping G. to g., 800 feet, at 10 s. - - - - -	400	-	-
Ditto ditto g. to H., 1,355 „			
Recess - 60 „			
Piles only on one side, 1,415 feet single, at 5 s. - - - - -	353	15	-
H. to k., 275 „ double, at 10 s. - - - - -	137	10	-
Extra piling, H. to k., 100 piles, at 15 s. - - - - -	75	-	-

11,463 13 9

Filling in between new and old S. piers, 2,594 cords, £. s. d.			
at 15 s. - - - - -	1,945	10	-
Sea wall at junction of S. pier with the beach, 600 cords, at 15 s. - - - - -	450	-	-

£. 2,395 10 -

Removing old North Pier:			
Taking away 94 cribs, at 20 l. per crib - - - - -	1,880	-	-
Pulling out 124 piles, at 25 s. per pile - - - - -	155	-	-
	2,035	-	-

Excavation for N. Pier to S. water:			
460 × 5 × 81 = 6,900 yards, at 5 d. - - - - -	143	15	-
Dredging; all required.			
A. to B., 500 × 4 × 40 = 80,000			
B. to C., 890 × 10 × 50 = 400,000			
C. to M., 525 × 4 × 40 = 84,000			

Cubic feet - - 564,000 = 20,888 cubic yards, at 1 s. -	1,044	8	-
Excavation between new and old N. pier, 350 × 5 × 85 = 5,509, at 5 d.	114	15	5
	£.	2,302	18 5

Dredging; one half of which may possibly be required, perhaps more; but supposing it necessary to open the navigation at once to 10 feet water:—

250 feet	×	110	×	2	=	55,000
475	„	×	120	×	8	= 456,000
300	„	×	90	×	10	= 270,000
700	„	×	80	×	5	= 280,000

Cubic feet - - 1,061,000 = 39,296 cubic yards, at 1 s. - - £. 1,964 16 -

ABSTRACT.

	£.	s.	d.
Cost of constructing the north pier - - - - -	7,968	2	6
Ditto ditto south pier - - - - -	11,463	13	9
Filling space between new and old south piers and sea wall - - -	2,395	10	-
Removing old north pier - - - - -	2,035	-	-
Excavation and dredging for north pier - - - - -	2,452	18	5
Dredging between piers - - - - -	2,153	16	-
Pier light on south pier, with bell and machinery - - - - -	300	-	-
Mooring-posts, 160 at 10 s. - - - - -	80	-	-
Iron for bolts, &c. - - - - -	500	-	-
Ferry-boat and machinery - - - - -	500	-	-
If it should be necessary hereafter to build a bridge instead of the ferry, add - - - - -	500	-	-
And if it should not be found practicable to drive piles for forming a portion of the north pier as herein estimated, add for crib-work - - -	835	-	-
Erecting a new lighthouse on the beach - - - - -	600	-	-
Toll-collector's and bridge-keeper's house - - - - -	300	-	-
	£.	32,084	- 8
Add for superintendence and contingencies, 20 per cent. - - -	-	6,416	- -
	£.	38,500	- 8

Note.—The estimate made by me, dated 9 July 1841, was for a canal close to the mouth of the old canal, and amounting to £. 43,896 12 -  
The estimate this date - - - - - 38,500 - 8  
Saving - - - £. 5,396 11 4

Kingston, (signed) Samuel Keefer,  
13 March 1843. Engineer to the Board of Works.

(No. 9.)

RIDEAU AND OTTAWA CANALS.

STATEMENT of all MONIES received as TOLLS on the Rideau and Ottawa Canals in each of the years 1840 to 1842, both inclusive, distinguishing the Amount from each Canal, in each year, as per Returns, dated Bytown, 20 May, and Carillon, 18 May 1843.

CANAL.	YEARS.			TOTAL Halifax Currency.
	1840.	1841.	1842.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Rideau - - -	8,880 15 1	8,707 18 3	9,218 6 7½	26,806 19 11½
Ottawa - - -	3,880 5 9	4,174 16 9	5,794 12 -	13,849 14 6
TOTAL - - £.	12,761 - 10	12,882 15 -	15,012 18 7½	40,656 14 5½

Office of Ordnance, Head Quarters, } J. Tyson,  
Montreal, 27 May 1843. } Ord. Store.  
To the Chief Secretary, &c., &c., &c. Kingston.



L O A N S.

— No. 36. —

CONTRACTS FOR THE CANADA LOAN.

Whitehall, Treasury Chambers, 19 December 1842.

No. 36.

Contracts for the  
Canada Loan.

WE hereby engage with the Lords Commissioners of Her Majesty's Treasury, to take Canada Bonds or Debentures for the sum of 295,000*l.* of the loan for 300,000*l.* now proposed to be raised under the authority of the Act fifth and sixth Victoria, cap. 118, intituled, "An Act for guaranteeing the Payment of the Interest on a Loan of One million Five hundred thousand Pounds, to be raised by the Province of Canada;" and the Act of the same year of Her Majesty's reign, of the Legislature of the Province of Canada, intituled, "An Act to authorize the raising by way of Loan in England, the sum of One million Five hundred thousand Pounds sterling, for the construction and completion of certain Public Works in Canada;" and for every 100*l.* contained in the debentures to be issued under the authority of the abovementioned Acts to pay at the rate of 108*l.*, the whole to be paid in moieties; the first moiety to be paid on or before the 22d day of December 1842, and the remaining moiety on or before the 9th day of January 1843.

(signed) Maubert & Salheld.

Whitehall, Treasury Chambers, 19 December 1842.

I HEREBY engage with the Lords Commissioners of Her Majesty's Treasury, to take Canada Bonds or Debentures for the sum of 5,000*l.* of the loan for 300,000*l.* now proposed to be raised under the authority of the Act of the fifth and sixth Victoria, c. 118, intituled, "An Act for guaranteeing the Payment of the Interest on a Loan of One million Five hundred thousand Pounds, to be raised by the Province of Canada;" and the Act of the same year of Her Majesty's reign of the Legislature of the Province of Canada, intituled, "An Act to authorize the raising by way of Loan in England, the sum of One million Five hundred thousand Pounds sterling, for the construction and completion of certain Public Works in Canada;" and for every 100*l.* contained in the debentures to be issued under the authority of the abovementioned Acts, to pay at the rate of 110*l.* 2*s.* 6*d.*, the whole to be paid in moieties; the first moiety to be paid on or before the 22d day of December 1842, and the remaining moiety on or before the 9th day of January 1843.

(signed) A. Stewart.

— No. 37. —

ACCOUNT of the PAYMENTS made on account of the CANADA LOAN.

The Lords Commissioners of Her Majesty's Treasury, "Canada Agency Account," in Account Current with the Governor and Company of the Bank of England.

No. 37.

Payments on  
account of the  
Canada Loan.

Drs.			Crs.		
1843:		£. s. d.	1842:		
May 9 -	To Cash paid to this day, for Sundry Bills of Exchange, drawn on and accepted by order of the Lords Commissioners of Her Majesty's Treasury - - -	207,376 - 6	Dec. 22 -	By Cash received, being the first Instalment on the Loan contracted for Canada -	162,053 2
	To Cash paid Messrs. Perkins, Bacon and Peteh, for engraving and printing debentures - - -	151 12 3	1843:		
	To Balance - - -	116,578 12 3	Jan. 9 -	By Cash, being the second Instalment on ditto - -	162,053 2 6
		324,106 5 -			
				£.	324,106 5 -
	N.B.—Bills of Exchange drawn on and accepted by order of the Lords Commissioners of Her Majesty's Treasury, but not yet at maturity - - - £.	56,250 - -	May 9 -	By Balance - - - £	116,578 12 3

Bank of England, 10 May 1843.

M. Marshall, Chief Cashier.

—No. 38.—

COPY of a LETTER from *C. E. Trevelyan*, Esq., to *J. Stephen*, Esq.

No. 38.

Letter from  
*C. E. Trevelyan*,  
Esq., to *J. Stephen*,  
Esq.

11 July 1843.

Sir,

Treasury Chambers, 11 July 1843.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you for the information of Lord Stanley, and in order that the requisite notification may be made to the Government of Canada, that in further pursuance of the arrangements for raising the sum of 1,500,000*l.* by way of loan for the construction of Public Works in that Colony, my Lords have accepted tenders for the purchase of further Debentures for 300,000*l.* in the following proportions; viz., 50,000*l.*, at 109*l.* 1*s.* per cent., producing 54,525*l.*; and 250,000*l.* at 109*l.* per cent., producing 272,500*l.*; and that the produce thereof, amounting to 327,025*l.*, will be paid to the credit of the Canada Loan Fund Account at the Bank of England.

I am further to request that you will move Lord Stanley to give the necessary directions for apprizing the Governor-general of Canada, that the debentures thus about to be issued, will bear interest at the rate of four per cent. per annum from the 1st instant, to be paid half-yearly, the first instalment of such interest therefore becoming due on the 1st of January 1844.

I am, &amp;c.

(signed) *C. E. Trevelyan*.







## COLONIAL LANDS AND EMIGRATION.

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RETURN to ADDRESS of the Honourable The House of Commons,  
dated 7 February 1843 ;—*for*,

COPIES or EXTRACTS of any CORRESPONDENCE relative to EMIGRATION, which has taken place since the Date of the last Despatches which were laid before Parliament, for each of the Colonies respectively.—(*In continuation of the Papers Ordered by the House of Commons to be Printed, 7 June 1842, No. 301.*)

(*Mr. William S. O'Brien.*)

Also, RETURN to ADDRESS, dated 24 May 1843 ;—*for*,

COPIES or EXTRACTS of any CORRESPONDENCE relative to the SALE of COLONIAL LANDS, since the Date of the last Despatches laid before Parliament.

(*Mr. G. W. Hope.*)

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## PART I.

### BRITISH NORTH AMERICA.

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*Ordered, by The House of Commons, to be Printed,*  
*29 May 1843.*

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SCHEDULE.

CANADA.

No.	DATE.	SUBJECT.	PAGE.
1. Lord Stanley to the Right hon. Sir Charles Bagot.	3 Mar. 1842	Enclosing copy of Provincial Act 4 & 5 Vict. c. 100, for disposal of Public Lands in Canada; and also Copy of a Report from the Commissioners of Colonial Lands and Emigration on subject of the said Act - -	1
2. Right hon. Sir Charles Bagot to Lord Stanley.	11 Apr. 1842	Reply to preceding Despatch, and its second Enclosure -	9
3. Lord Stanley to the Right hon. Sir Charles Bagot.	1 Mar. 1842	Transmitting, for examination and correction, a Pamphlet compiled by the Commissioners for Colonial Lands and Emigration for the use of Emigrants to British North America - - - - -	14
4. Right hon. Sir Charles Bagot to Lord Stanley.	16 Apr. 1842	Acknowledges receipt of the Pamphlet above mentioned, which on examination he finds substantially correct; List of Emigrant Agents - - - - -	14
5. Right hon. Sir Charles Bagot to Lord Stanley.	28 May 1842	Transmitting Return from Agent for Emigrants at Port of Quebec, for the Fortnight ending the 21st May -	14
6. Right hon. Sir Charles Bagot to Lord Stanley.	6 June 1842	Enclosing Return of Emigrants arrived in the Province during the Week ending 28th May - - - - -	16
7. Right hon. Sir Charles Bagot to Lord Stanley.	29 June 1842	Enclosing Weekly List furnished by the Emigration Agent up to the 18th June - - - - -	17
8. Right hon. Sir Charles Bagot to Lord Stanley.	12 July 1842	Transmitting Returns from the Agent for Emigrants, received since date of last Despatch - - - - -	21
9. Right hon. Sir Charles Bagot to Lord Stanley.	11 Mar. 1842	Transmitting Returns relating to Land Sales, for the year 1841 - - - - -	24
10. J. Stephen, Esq., to the Colonial Land and Emigration Commissioners.	26 April 1842	Transmitting, for the Observations of the Commissioners, Returns of Lands granted and surveyed in the Province during 1841 - - - - -	24
11. The Colonial Land and Emigration Commissioners to J. Stephen, Esq.	5 July 1842	Reply of the Commissioners on the subject of the Returns submitted to them respecting the Grants of Land -	24
12. Lord Stanley to the Right hon. Sir Charles Bagot.	17 July 1842	Calling for an explanation on the subject of two Grants of Land, made to Mungo Ponton and John Scott -	26
13. Right hon. Sir Charles Bagot to Lord Stanley.	24 Aug. 1842	Reply to the preceding Despatch - - - - -	26
14. Lord Stanley to the Right hon. Sir Charles Bagot.	30 Sept. 1842	Further remarks in relation to the Grants above mentioned - - - - -	27
15. Right hon. Sir Charles Bagot to Lord Stanley.	28 July 1842	Forwarding a Report from the Emigration Agent at Quebec, relative to Cases of Infraction of the Passengers' Act; with corrected List of Ships that have infringed the Provisions of that Act - - - - -	28
16. Lord Stanley to the Right hon. Sir Charles Bagot.	25 Aug. 1842	In reply, states that Emigration Agents at Outports of the United Kingdom have been instructed to pay attention to the Superficial Measurement and Tonnage of Vessels inspected by them - - - - -	30
17. The Colonial Land and Emigration Commissioners to J. Stephen, Esq.	23 Aug. 1843	On the measures taken by the Commissioners to prevent Infractions of the Passengers' Act - - - - -	30
18. Right hon. Sir Charles Bagot to Lord Stanley.	8 Aug. 1842	Enclosing Communication from Emigration Agent, with further Return of Ships which have infringed the second Clause of the Passengers' Act - - - - -	31
19. Right hon. Sir Charles Bagot to Lord Stanley.	13 Aug. 1842	Transmitting Returns of Emigrants arrived at the Port of Quebec, from 3 July to 6 August 1842 - - - - -	32
20. Right hon. Sir Charles Bagot to Lord Stanley.	13 Sept. 1842	The like Returns, from 13 August to 27 August 1842 -	36
21. Lord Stanley to the Right hon. Sir Charles Bagot.	27 Oct. 1842	Enclosing a Report from the Commissioners of Colonial Lands and Emigration, relative to Cases of Infringement of the Passengers' Act - - - - -	39
22. Right hon. Sir Charles Bagot to Lord Stanley.	20 Sept. 1842	Transmitting Letter from the Chief Emigration Agent, enclosing Abstract Quarterly Return of Immigrants arrived to 31 July; Returns as to Average Prices of Provisions, &c. - - - - -	40

No.	DATE.	SUBJECT.	PAGE.
23. Lord Stanley to the Right hon. Sir Charles Bagot.	15 Nov. 1842	Reply to the preceding Despatch - - -	47
24. Right hon. Sir Charles Bagot to Lord Stanley.	26 Jan. 1843	Transmitting Report from the Chief Agent for Emigration respecting the inadequacy of the Amount of "Landing Money" allowed to certain Emigrants on their arrival - - -	47
25. Right hon. Sir Charles Bagot to Lord Stanley.	12 Oct. 1842	Forwarding Weekly Returns from Emigrant Agent at Quebec, from 27 August to 1 October 1842 - -	48
26. Right hon. Sir Charles Bagot to Lord Stanley.	28 Oct. 1842	The like Returns from 1 October to 15 October 1842 -	51
27. Lord Stanley to the Right hon. Sir Charles Bagot.	15 Nov. 1842	Requests information as to the Prices at which Crown Land is at present fixed to be sold, the size of the Lots, and parts of the Province in which situated -	53
28. Right hon. Sir Charles Bagot to Lord Stanley.	19 Dec. 1842	In answer to the preceding Despatch, transmits Report from Commissioner of Crown Lands, and Copy of a Gazette on the subject - - -	53
29. Right hon. Sir Charles Bagot to Lord Stanley.	19 Jan. 1843	Enclosing Emigrant Return for Three Weeks, ended 5 November 1842 - - -	54
30. Right hon. Sir Charles Bagot to Lord Stanley.	18 Feb. 1843	Transmitting a Communication from the Chief Agent of Emigration, relative to Advantages possessed by the District of Gaspé for the Settlement of Emigrants -	55
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32. Lord Stanley to the Right hon. Sir Charles Bagot.	28 Nov. 1842	Enclosing copies of a Correspondence with the Governor of the Canada Company, relative to the appointment of an Agent for British Emigrants at New York, with the view of inducing them to settle in British North America - - -	65
33. Right hon. Sir Charles Bagot to Lord Stanley.	22 Feb. 1843	In reference to the preceding Despatch, assents to the inexpediency of appointing an Agent at New York; General Remarks on the Emigration from the United States to Canada - - -	67
34. Lord Stanley to the Right hon. Sir Charles Bagot.	30 Nov. 1842	Requesting information as to the extent to which the Privileges hitherto granted to Military and Naval Settlers in Canada have been affected by the Land Sales Act - - -	70
35. Right hon. Sir Charles Bagot to Lord Stanley.	23 Feb. 1843	Reply to the preceding Despatch - - -	71
36. Lord Stanley to the Right hon. Sir Charles Metcalfe.	31 Mar. 1843	Acknowledges Sir C. Bagot's Despatch of 26 January, transmitting Annual Report of Chief Emigration Agent for the past Year; Statements in reference to the Report - - -	73
37. The Commissioners for Colonial Lands and Emigration to James Stephen, Esq.	24 Mar. 1843	Summary Remarks on the various Annual Reports transmitted by Mr. Buchanan and the other Emigration Agents in Canada - - -	74

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2. Lord John Russell to Viscount Falkland	22 May 1841	Reply to preceding Despatch.—Encouragement to be afforded to Naval and Military Officers settling in the Province.—Copy of Provincial Act, 3 Vict. c. 12, relating to the future disposal of Crown Lands in Nova Scotia - - -	76
3. Viscount Falkland to Lord John Russell	18 June 1841	Relating to the Disposal of Crown Lands; as to the Settlement of Officers of the Army and Navy in the Province - - -	78
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7. Viscount Falkland to Lord Stanley	- 3 Feb. 1843	Transmitting Returns of Immigrants arrived during the Year 1842; also Returns of the Average Prices of Provisions and Clothing, and Average Rates of Wages, &c.	- 93
8. Viscount Falkland to Lord Stanley	- 3 Apr. 1843	Enclosing Yearly Report on the State of the Province, and Colonial Act 4 Vict. c. 2, for the Encouragement of Agriculture and Rural Economy in Nova Scotia	- 104.

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3. Lieut.-governor Sir W. M. G. Colebrooke to Lord Stanley.	13 June 1842	Enclosing a Letter from the Emigrant Agent at St. John's, with Report of Vessels having sailed from England and Ireland with Emigrants; suggests the raising an Emigrant Tax to provide Agencies in Colonial Ports	- 114
4. Lieut.-governor Sir W. M. G. Colebrooke to Lord Stanley.	28 June 1842	Reports the continued Immigration of Indigent Families into the Province	- 117
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## C A N A D A.

## CANADA.

— No. 1. —

(No. 90.)

COPY of a DESPATCH from Lord *Stanley* to Governor the Right hon.  
Sir *Charles Bagot*, G. C. B.

Sir,

Downing-street, 3 March 1842.

I HAVE had under my consideration the Bill passed by the Legislature of Canada in September last, and reserved by the late Governor-General of that province for the signification of Her Majesty's pleasure, intituled "An Act for the Disposal of Public Lands."

I have also had before me the Report of the Commissioners of Colonial Lands and Emigration, to whom I referred this Act for any suggestions which their general acquaintance with enactments relating to lands in the colonies might enable them to offer with advantage on this occasion. The Commissioners have bestowed so much care in the examination of the Act, and their report states with such precision their reasons for the conclusions which they have formed on the details of this measure, that any abridgement would diminish the force of their remarks. I therefore send you a copy of the whole report for your information, and accompany it now with the expression of my own views on the subject.

The differences existing between the cases of Canada and Australia, pointed at by the Commissioners, are sufficient, in my opinion, to justify the adoption of a different system in the former colony for the disposal of lands. I do not, therefore, offer any objection to the general rule of sale by a fixed price. The plan of making free grants of 50 acres of land I consider to be open to much more serious objection. To a very limited extent, and for the purpose of opening new districts, and keeping up communications, I can conceive the plan working beneficially; but I concur with the Commissioners in laying little stress on the nominal conditions imposed, so far at least as relates to the power of enforcing them. It appears to me, that this scheme will, besides, operate as a serious interference with the supply of labourers for hire, and will be justly complained of by companies and others who have bought Crown lands on speculation. If small free grants to emigrants with very limited means become common, it is evident that their chance of effecting sales to the same class is seriously deteriorated. If this clause of the Bill should stand, it will be imperative on you to be most cautious in the exercise of your discretionary power; for the pressure upon you, when it is known that you have the power, will be overwhelming; indeed I entertain very considerable doubt as to the prudence of your acceptance of such a responsibility. I would press, therefore, upon your attention the precautions recommended by the Commissioners on the subject of the free grant allotments, which appear to me to be well worthy of notice.

With respect to the clauses which provide for the commutation of existing claims to land by the issue of scrip or orders for nominal sums of money, which are to be received as money in the purchase of the public lands, I have to observe that there is no explanation afforded of the grounds on which 4*s.* per acre is assumed as the price. The Commissioners represent that the upset price in the western part of the province has been considerably higher, and that they are under the impression that the average selling price for the last 10 years has not been less than 8*s.* per acre. I hope, also, that it is quite clear that the Act will not include in this system of commuting claims to land by the means of scrip, any claims to the free grants of 50 acres, as any such provision would defeat the intention of the grant.

I trust that the Legislature will not be indisposed to give a fair consideration to such of the preceding objections as may not be susceptible of an answer by the

No. 1.

Despatch from  
Lord Stanley to  
Sir Charles Bagot,  
3 March 1842.

(No. 96.)

*Vide Act annexed.*

Colonial Land and  
Emigration Com-  
missioners' Report,  
19 Feb. 1842, p. 6.



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CANADA.

appropriate amendment of the Act; and in that reliance I propose, after the expiration of the 30 days during which the Bill must lay on the tables of both Houses of Parliament, and, if no address to the Queen be made on the subject, to advise Her Majesty to confirm it.

I shall have no objection to your communicating to the Legislature, by message, the suggestions of the Commissioners in respect to the application of the money derived from the sales of land to purposes of emigration.

I have, &c.  
(signed) Stanley.

Encl. 1, in No. 1.

Enclosure 1, in No. 1.

(No. 96.)

4 & 5 Vict. c. 100.

COPY of an Act passed by the LEGISLATURE of the PROVINCE of CANADA, in the Fifth Year of the Reign of Her Majesty Queen VICTORIA, intituled, "An Act for the Disposal of Public Lands."

Preamble.

WHEREAS it is expedient to provide by a law, applicable to all parts of this province, for the disposal of public lands therein; be it therefore enacted, by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, that the Act of the Parliament of the late province of Upper Canada passed in the second year of the reign of Her Majesty, and intituled, "An Act to extend and continue for a limited Period the Provisions of an Act passed in the First Year of Her Majesty's Reign, intituled, 'An Act to provide for the Disposal of the Public Lands in this Province,'" and the Act thereby continued be and the same are hereby repealed.

2 Vict. c.  
1 Vict. c.  
repealed.

No free grant of land hereafter.  
Claims to free grants to be determined by Governor and Council.  
Scrip to be issued for claims to land duly allowed, and to be received in payment for purchase of lands.

2. And be it enacted, that, except as hereinafter provided, no free grant of public land shall be made to any person or persons whomsoever.

Scrip when and how to be issued;

3. And be it enacted, that all claims to free grants of land arising out of or under the authority of any Order in Council, or other regulation of the government now in force, shall be adjudged upon and determined by the governor of this province, by and with the advice of the Executive Council.

To be assignable by delivery.  
Lower Canada militia land scrip to be assignable by delivery, and received in payment for public land.

4. And be it enacted, that all claims for land under any Order in Council, or other regulation of the government now in force, heretofore allowed by competent authority, or which shall hereafter be allowed by the Governor in Council, shall be commuted for land-scrip or orders for nominal sums of money to be issued by the Commissioner of Crown Lands, and such scrip shall be received as money upon all sales of lands of the Crown in this province, the proceeds of the sales of which lands are not or shall not be set apart for any specific purpose.

Receipts to be taken for scrip issued.

5. And be it enacted, that upon payment of the fees chargeable upon any such grant of land, in cases where the grant is subject to such fees, and free of any expense where the grant is free of fees, the Commissioner of Crown Lands, in lieu of locating the claimant, shall issue to him or her scrip or orders for nominal amounts in money equal to the amount of his or her grant, calculating the value of such grant in that part of Canada formerly called Upper Canada, at the price of four shillings currency per acre, and that the said scrip shall be issued in amounts not greater than five pounds in any one note, and that such notes shall be assignable by delivery.

Scrip to be received in payment of arrears.  
Scrip to be issued for claims to land

6. And be it enacted, that the militia scrip or orders for nominal amounts in money heretofore issued in that part of this province formerly called Lower Canada, under the authority of the proclamation of the Governor-general of that province, bearing date the eleventh day of December in the year of our Lord One thousand eight hundred and thirty-eight, shall be assignable by delivery, and shall be received in payment upon all sales of public land in this province, the proceeds of which are not or shall not then be appropriated for any specific purpose, and shall be received at and for the nominal rate at which the same were issued.

7. And be it enacted, that the Commissioner of Crown Land take receipts for any such scrip as may be issued, and shall issue the said scrip to the claimant, or his or her legal representative, in full discharge of the claim; and such scrip may be paid by delivery upon any sale of the public land aforesaid; and that the receipts to be given for payments upon sales of the said public land shall specify the amount received in money, or in the scrip aforesaid respectively.

8. And be it enacted, that the said scrip shall be received for deferred payments or instalments upon sales of public lands heretofore made, as well as upon sales to be made under the authority of this Act.

9. And be it enacted, that all rights and claims to land assigned under the authority of the Acts hereby repealed, shall be exchanged for the scrip aforesaid by the Commissioner of

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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of Crown Lands, upon application of the assignee, or his or her authorized agent, and such scrip shall thereafter be assignable by delivery.

10. And be it enacted, that no assignment of any right or claim to land assigned under the authority of the said above repealed Acts, which shall have been made by any married woman conjointly with her husband, shall be considered void or voidable by reason of the coverture of such married woman.

11. And be it enacted, that from and after the passing of this Act, all unlocated rights or claims to public land shall be held and considered to be personal goods and chattels, and not liable to be governed or adjudged upon by the laws relating to real or landed property.

12. Provided always, and be it enacted, that nothing in this Act contained shall be held to alter the law as respects rights to land located, or to make the same personal property, or to alter the descent or disposition thereof, or the adjudication of claims thereto arising from assignment, devise, bequest, or other disposition thereof, or the rights of the owners thereof, in any respect whatsoever, or to make good any claims thereto, forfeited or held to be forfeited by reason of non-performance of the conditions upon which the same have been assigned or located.

13. And be it enacted, that no new claims to land founded upon any regulation or order of the Government shall be allowed or entertained unless made before the first day of January which will be in the year of our Lord One thousand eight hundred and forty-three, except where the parties originally interested and claiming shall be under the age of twenty-one years on the said day.

14. And be it enacted, that the price of such public lands shall from time to time be fixed and ascertained by the authority of the Governor of this province, by and with the advice of the Executive Council thereof.

15. And be it enacted, that it shall and may be lawful for the Governor of this province in Council, to appoint in each municipal district a resident agent for the sale of public lands, who shall be authorized and empowered, under the direction of the Commissioner of Crown Lands, to make sale of public lands within the district for which he acts, at such prices as shall have been under the authority of this Act duly fixed and ascertained.

16. And be it enacted, that every such district agent shall keep regular accounts of sales of land within his division, and make the said sales appear in the plans or maps in his office.

17. And be it enacted, that it shall not be lawful for any district agent appointed under the authority of this Act, directly or indirectly to purchase any land which such district agent shall be appointed to sell as aforesaid; and if such district agent shall offend in the premises, he shall forfeit his said office.

18. And be it enacted, that the purchase-money upon the sale of such public land, or the scrip paid in therefor, shall, in the first instance, be paid to the district agent, who shall transmit the same to the Commissioner of Crown Lands, whenever the amount in the hands of such agent shall exceed fifty pounds currency, deducting therefrom his per-centage, as hereinafter provided; and, in default of such remittance, he shall be liable to be charged at the rate of fifteen pounds per cent., as a penalty, per annum, for the time he shall retain any such sum in his hands, after the amount shall become remittable, as aforesaid; and the district agents, upon the receipt of any purchase-moneys, or scrip, shall give the purchaser or purchasers a receipt for the same, specifying therein the number of the lot, or the land purchased, or otherwise sufficiently describing the same; and such receipt shall bear date on the day on which it is actually signed, and shall authorize the purchaser to take immediate possession of the lot so sold, and to maintain actions and suits in law or equity against any wrongful possessor or trespasser on such land, as fully and effectually as if the patent deed had issued on the day of the date of such receipt.

19. And be it enacted, that so soon as the purchase-money of any particular lot or quantity of land shall have been paid up in the manner aforesaid, the purchaser or purchasers shall thereupon become entitled to receive letters-patent for the same, free of further expense, and subject only to such reservations as are usually made in letters-patent of the same description; and such letters-patent shall be transmitted by the Commissioner of Crown Lands to the agent for the district in which the lands are situate, within the space of thirty days after the purchase-money shall have been paid, and the payment duly notified to the Commissioner of Crown Lands, unless, by reason of any unforeseen event or unavoidable necessity, the same cannot be so transmitted; and it shall be the duty of the district agent, upon the receipt of such letters-patent, to deliver the same to the owner or owners thereof, upon demand, without charge.

20. And be it enacted, that the Commissioner of Crown Lands for the time being, and also every district agent, shall, before entering upon the duties of his office, give good and sufficient security, to the satisfaction of the Governor of this province in Council, for the faithful discharge of his duty, and for the due payment of all monies which shall in the course thereof come into his hands; that is to say—for the payment of such monies or scrip as shall come into the hands of any district agent aforesaid to the Commissioner of Crown Lands, and for the payment of such monies as shall come into the hands of the Commissioner of Crown Lands, or the balance remaining unexpended in his hands, to the receiver-general of this province.

21. And be it enacted, that the district agents shall receive such a per-centage upon the amounts received by them, as well as such payments for inspection of lands and other extraordinary duties performed under the direction of the Commissioners of Crown Lands, as the Governor of this province in Council shall direct and appoint.

22. And be it enacted, that it shall be the duty of the Commissioner of Crown Lands to pay over, once in three months, to the receiver-general of this province, all sums remaining in his

under the Acts hereby repealed.

Certain assignments by married women declared valid.

Claims to public land to be personal property.

Proviso as to lands located.

No new claim to land admitted after 1st Jan. 1843, unless the claimant be a minor on that day.

Price of land, how to be fixed from time to time.

Governor to appoint a resident agent in each district for the sale of lands.

Duty of agents.

Agents not to purchase lands.

Agents to receive payments for lands, and to remit when over 50*l.* in their hands, under a penalty.

Receipts for payments, how to be made.

Letters patent to be issued, free of expense, within thirty days after payment of purchase-money.

Security to be given by Commissioner of Crown Lands and district agents.

District agents, how to be paid.

Commissioner of Crown Lands to pay over



balance to the Receiver-General every three months.

And to render detailed accounts to Government half-yearly, to be submitted to the Legislature.

Lists of lands for sale to be printed and exhibited.

To appear in Official Gazette and one public newspaper.

Governor may direct sales to be made to occupant in certain cases.

Free grants of 50 acres may be made to actual settlers in certain cases.

Governor and Council may appropriate lands for public purposes.

Proviso.

Errors in grants of public lands, how to be rectified.

Proviso.

Proviso.

Courts in Upper and Lower Canada empowered to annul patents for land issued through mistake.

Practice of court regulated.

Commissioner to keep a register for assignments of claims of lands located. Patent may issue in the name of the assignee.

his hands arising from the sale of the public lands aforesaid, retaining a sum sufficient to meet the contingent expenses of the department, but not exceeding five hundred pounds.

23. And be it enacted, that the accounts of the Commissioner of Crown Lands shall be rendered to the government of this province for half-yearly periods; and that copies of the said accounts, containing the particulars of the receipts and expenditure of the office, with lists of all sales made up to the period of accounting ending next before the commencement of each Session of the Provincial Parliament, shall be laid before both Houses within ten days next after the commencement of each Session of the Legislature.

24. And be it enacted, that it shall be the duty of the Commissioner of Crown Lands, at least thirty days before any sale shall be made under the authority of this Act, to cause printed lists of the lands open for sale to be exhibited in the office of Crown Lands, and in the offices of the respective agents in whose districts the lands shall respectively be for sale, specifying the prices of such lands and the terms of payment: and copies of such printed lists shall be published in the official Gazette, and in one public newspaper in the district, in which the lands are respectively situate; and such lists shall be revised once in each year, under the direction of the Commissioner of Crown Lands.

25. And be it enacted, that it shall and may be lawful for the Governor of this province in Council, without any such publication, to direct sales of public land to be made at a fair valuation to any lessee or occupant; or to any individual who, from the peculiar situation of the property applied for, would be liable to injury by the disposal of the land to any other person or persons than such lessees or occupants or other individuals interested as aforesaid.

26. And be it enacted, that, notwithstanding anything in this Act contained, it shall and may be lawful for the Governor of this province, with the advice of the Executive Council, to appropriate as free grants any public lands in this province to actual settlers upon or in the vicinity of any public roads in any new settlements which shall or may be opened through the lands of the Crown, under such regulations respecting such settlements as shall from time to time be made and declared by the Governor of this province in Council: Provided always, that such grants shall not be made to any person or persons who shall have heretofore received any grant of land from the Crown; and provided also, that the extent of any grant so to be made shall not exceed fifty acres; nor shall any such grant be made to any other than natural-born or naturalized male subjects of Her Majesty of the full age of twenty-one years.

27. And be it enacted, that it shall and may be lawful for the Governor of this province, by and with the advice of the Executive Council, to set apart and appropriate such of the said public lands as shall be deemed expedient to be so set apart and appropriated for the site of market places, gaols, court-houses, places of public worship, burying-grounds, schools, and for other like public purposes; and at any time before the issue of letters-patent therefore, to revoke such appropriation and setting apart as may seem expedient, and to make free grants for the purposes aforesaid, the trusts and uses for which the grants shall be made being expressed in the letters-patent granting the lands therein specified: Provided always, that no such grant for any such purpose shall be for a greater quantity of land than ten acres for every one of the purposes aforesaid, in any one instance in which, or for any one occasion for which, land shall be granted as aforesaid.

28. And be it enacted, that in all cases in which grants or letters-patent for land shall have issued for the same land inconsistent with each other, through error or mistake, and in all cases of sales or appropriations of land inconsistent with each other, for the same land, and in all cases wherein by reason of false survey the land supposed to be conceded shall be found wanting in the whole or in part, it shall and may be lawful for the Governor of this province in Council to decree and order a new grant equal in extent, or equivalent to the land lost, according to the discretion of the said Governor in Council: Provided always, that no such claim on account of any error in survey shall be entertained or granted unless the land found wanting shall be equal to one-fifth of the whole quantity described to be contained in the particular lot or parcel of land granted or conceded; and provided also, that no such claim for indemnity shall be entertained after the space of five years from the issue of the letters-patent granting or conceding such lot or parcel of land, or shall extend to cover the value of any improvements made by the grantees in error or mistake under any such grant.

29. And be it enacted, that it shall and may be lawful for the Court of Chancery in that part of this province formerly called Upper Canada, and for the Court of King's Bench in that part of this province formerly called Lower Canada, upon action, bill or plaint to be exhibited in either of the said Courts respecting grants of land situate in the said parts of this province respectively, and upon hearing of the parties interested, or upon default of the said parties, after such notice of proceeding as the said courts shall respectively order, in all cases wherein patents for land have or shall have issued through fraud or in error or mistake, to decree the same to be void; and upon the registry of such decree in the office of the provincial registrar of this province, such patents shall be deemed void and of none effect to all intents and purposes whatsoever, and that the practice and proceeding in court in such cases shall be regulated by orders to be from time to time made and issued by the said courts respectively.

30. And be it enacted, that it shall be the duty of Her Majesty's Commissioner for the sale of Crown Lands for the time being to keep a book for the entry, at the option of the parties interested, of the particulars of any assignments made as well by the original nominee or locatee, as also by any subsequent assignee or assignees of any such claim on lands heretofore located in respect thereof, such assignment or assignments being first produced or exhibited

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bited to the Commissioner aforesaid, together with an affidavit of the due execution thereof sworn before any justice of the peace, who is hereby fully authorized to administer the oath in this behalf, and such affidavit shall truly express the time of the execution of such assignment or assignments; and thereupon it shall be the duty of the said Commissioner to cause the material parts of every such assignment to be entered or registered in such book of entry or registry, and to indorse on every such assignment a certificate of such entry or registration; and every such assignment so entered or registered shall be valid against any one of a previous date or execution, but not then entered or registered, except in cases of express notice; and in all cases of such assignments being duly registered, it shall and may be lawful that the patent issue in the name of such assignee or assignees: Provided always, that in case the subscribing witness or witnesses to any such assignment shall be deceased, or shall have left the province, it shall and may be lawful for the said Commissioner to register any such assignment upon the production of an affidavit or affidavits proving the death or absence of such witness or witnesses, and proving also the handwriting of such witness or witnesses.

CANADA.

Proviso.

31. And be it enacted, that any person or persons wilfully swearing falsely to the execution of any such assignment, or to the handwriting, or to the death or absence of any such witness or witnesses, shall be liable to the pains and penalties of wilful and corrupt perjury. Punishment for false swearing.

32. And whereas by reason of the receipt of land-rights in lieu of money in payment upon sales of clergy reserves in that part of the province lately called Upper Canada, a certain sum of money is due and owing to the fund arising from the proceeds of clergy reserves, which under the said Act hereby repealed was to be repaid out of the proceeds of the lands of the Crown; Be it therefore enacted, that it shall and may be lawful for the Governor of this province to direct and order the Commissioner of Crown Lands to pay over all proceeds of sales of Crown Lands over and above the expenses attending the sale thereof, in like manner as proceeds of sales of clergy reserves, until the debt or sum due and owing to the clergy reserve fund shall be fully discharged. Governor may direct the Commissioner of Crown Lands to pay the balance due to the Clergy Reserve Fund in Upper Canada,

Passed by the Legislative Assembly, Wednesday, 25th August 1841.

*W. B. Lindsay,*  
Clerk Assembly.

Legislative Assembly, Wednesday, 25th August 1841.

Ordered, That the Honourable Mr. Harrison do carry this Bill to the Legislative Council, and desire their concurrence.

(Attest) *W. B. Lindsay,*  
Clerk Assembly.

Received, and read for the first time, Wednesday, 25th August 1841.

*James Fitz-Gibbon,*  
Clerk Legislative Council.

Read a second time, Thursday, 26th August 1841.

*James Fitz-Gibbon,*  
Clerk Legislative Council.

Read a third time and passed, with amendments, 1st September 1841.

*James Fitz-Gibbon,*  
Clerk Legislative Council.

Legislative Council, Wednesday, 1st September 1841.

Ordered, That the Master in Chancery do go down to the Legislative Assembly, and acquaint that House, that the Legislative Council have passed this Bill with several amendments, to which they desire the concurrence of the Assembly.

(Attest) *James Fitz-Gibbon,*  
Clerk Legislative Council.

Legislative Assembly, Thursday, 2d September 1841.

Ordered, That the Honourable Mr. Harrison do carry back this Bill to the Legislative Council, to acquaint their Honors that this House hath agreed to their amendments.

(Attest) *W. B. Lindsay,*  
Clerk Assembly.

I reserve this Bill for the signification of Her Majesty's pleasure thereon.

Sydenham.

*John Clitherow.*

I hereby certify, that this is a true copy of the original Bill which was reserved for the signification of Her Majesty's pleasure thereon, on Saturday the 18th day of September 1841.

(signed) *James Fitz-Gibbon,*  
Clerk Legislative Council.

Assented by Her Majesty in Her Privy Council, 27 April 1842.



CANADA.

## Enclosure 2, in No. 1.

Sir,

Colonial Land and Emigration Office,  
9, Park-street, Westminster, 19 February 1842.

Encl. 2, in No. 1.

WE beg to acknowledge the receipt of your letter of the 22d ult., transmitting to us, for our consideration and report, a Bill passed by the Council and Assembly of Canada in September last, and reserved by the late Governor-general of that province for the signification of Her Majesty's pleasure thereon, entitled (No. 96) "An Act for the Disposal of Public Lands."

The object of this Bill is to regulate the method of disposing of the public land of the province; and we have the honour to report, that the principle which has been adopted by the Canadian Legislature is that of sale by a fixed, though not necessarily uniform, price, subject to the exception, in certain cases, of free grants, which are not to consist of more than 50 acres. This principle, together with the exception to which it has been made subject, was strongly recommended by the late Governor-general, who also obtained for it the sanction of the Secretary of State.

It is true that the experience of the large prices occasionally realized for land in New South Wales has led to the adoption, for the Australian colonies, of a mixed system of sale, namely, of first offering the lands to public competition, and then leaving the unsold portion to be purchaseable at the upset price, the object being to prevent the loss which might possibly be occasioned to the revenue, if lands under all circumstances and of every quality were sold at the same price. In Canada, however, under the auction system which prevailed there for several years, the variations in the price of land have been very inconsiderable. Lord Sydenham, indeed, in the despatch in which he announced his intention to establish, upon his own authority, the method of sale by fixed price, states that it was the result of Lord Durham's inquiry, which had been confirmed by his own, that "the increase of price from competition at the time of sale was nugatory." The circumstances of Canada are such as to show the inherent probability of this result. On the one hand, large tracts of waste land are the property of individuals who would be anxious to dispose of them, and to undersell the Government; and, on the other hand, an unlimited supply of public land can be obtained at a small fixed price in the neighbouring states. Competition, therefore, in the purchase of public land in Canada would seem highly improbable; while the delays and uncertainties attending even a modified system of auction must necessarily act as a discouragement in a country where the facilities for acquiring land abound in every direction. In the same despatch to which we have already referred, Lord Sydenham says that he feels it unnecessary to reproduce the arguments which are so ably and conclusively stated in the Report, forming Appendix (B.) to Lord Durham's Report in favour of the mode of disposing of waste lands by fixed price; it is sufficient for him to say, that all his "inquiries upon the subject have led to a full conviction of their correctness, and of the propriety of their being practically adopted." Considering, then, the circumstances of the colony, and the high authority by which the system is supported, it is perhaps not unreasonable to conclude that the valid objections which have been urged against a fixed price in New South Wales, where active competition has been known to take place, are not applicable in the case of Canada; and we may add, that the present Act empowers the Governor in Council to fix and ascertain the price of public lands from time to time. It will thus be possible to prevent the alienation of any district or large portion at a price considerably below what may be considered its proper value; and we conclude that, should the Crown possess any valuable lands in long-established towns, they will be exempted, if not from the general rule of sale by fixed price, at least from the ordinary price of the colony: it further follows, that it will be within the discretion of the Governor to lower the price of land; but justice to former purchasers requires that this authority should be most sparingly, if at all, exercised.

Before adverting to the chief modification of the principle of the fixed price which is introduced into this Act, we may mention that the Governor in Council is authorized to direct sales to be made, at a fair valuation, to any lessee or occupant who, from the peculiar situation of the property applied for, would be liable to injury by the disposal of the land to any other person. It seems very proper that such discretionary power should be granted to the Governor; but we recommend that, in the exercise of that discretion, it should be a rule that no land should ever be sold for less than the established price of ordinary lands; and we would also express our hope that, as the Governor is empowered to show this consideration to occupants, as well as lessees or proprietors, he will think it desirable in all cases to give the preference, in the purchase of any land which has been squatted on, to the person so occupying it, and not allow another to obtain the benefit of his labour and capital, by purchasing the land away from him at the fixed price.

We come now to the consideration of the plan of free grants which it is proposed to permit by law as the exception to the more general rule of sale. By the 25th section the Governor in Council is empowered to appropriate as free grants any public lands to actual settlers upon or in the vicinity of any public roads, in any new settlements which may be opened through the lands of the Crown, under such regulations respecting such settlements as shall from time to time be made by the Governor in Council, provided that the extent of any such grant shall not exceed 50 acres. The plan therefore, it will be seen, contemplates that

No. 124. June 22,  
1840, printed in  
Par. Paper, 613,  
1840, p. 95.

that the Government will undertake the opening and regulation of certain new settlements and the construction of public roads through them; and that to actual settlers upon or in the vicinity of these roads it may make grants of not more than 50 acres.

By this provision the Legislature of Canada no more than gives its sanction to a plan which had already been carried into operation under the authority of the late Governor-general. In the upper division of the Province, and we believe in the lower also, a road had been opened at the expense of Government, and it had already been announced that lots of 50 acres would be laid out on each side of it, and granted to settlers on conditions of which the following are the principal: Intending settlers are not to apply for the land until they are ready to reside upon it, and they must have the means of maintaining themselves and families until a crop can be raised from the ground. The patent will not be issued until one-third of the land has been cleared and placed once under crop, and for effecting this amount of improvement four years are allowed from the date of location.

We must confess we can place no reliance on these precautions. Universal experience, wherever settlements have been formed on the waste lands of the Crown, has shown that it is in vain that such conditions are imposed. However reasonable in themselves, or well adapted to the circumstances they may seem, there is the fatal objection to them in practice that they cannot be enforced. The Government cannot really ascertain whether every applicant has the means of supporting himself and family until a crop is raised from the ground, nor can it ensure his making the best use of those means so long as they are required for the purpose; nor, on the other hand, can there be perfect security that these free grants will not be made to persons above the class of labourers for whom they are intended, and possessed of capital applicable to the purchase of the land. Again, the Government can in no way ensure a settler's remaining upon the land, which is the main object of the whole plan, if the prospect of improving his condition be presented to him elsewhere; neither can it ever really exercise the power of ejectment, if at the end of the period of location the prescribed amount of improvement has not been effected on the ground; the point itself being one which it is so difficult to ascertain. Adverting to these considerations, we could not perceive without expressing some apprehension any recurrence to the system of conditional grants in any of the colonies.

At the same time we must mention, that in this case it was had recourse to by the late Governor-general, not as being in conformity with sound principles of colonization, but on political grounds, and with the view of retaining British emigrants in the province. The principle indeed of the system was strongly supported by Sir G. Arthur and by authorities connected with the disposal of land in the upper division of the province. In their arguments, however, too much stress we think was laid upon the success which had attended some settlements effected in a similar manner, but to a limited extent, and under the watchful superintendence of private parties individually interested in the success of the undertaking. These examples, we think, would form but an imperfect guide to the operation of the system when on a great scale and under the management of the Government.

We are far, however, from submitting the above-mentioned remarks as objections to the confirmation of the Act, as the clause is merely permissive, and the result will doubtless be much affected by the mode in which it may be carried into operation by the Governor. We hope that the provision of the law of only laying out these free grant allotments upon the line of some road to be opened at the public expense will be strictly adhered to and that no latitude of interpretation will be given to the expression in the Act, of settlers "in the vicinity" of these public roads. It would seem further to be desirable that the settlers should not receive their orders of location and be placed on the ground until the means had been provided, and the necessary preparations made, for commencing the construction of the road. The certainty of employment at wages appears to us to afford the only means by which the appropriation of uncleared lands by persons without capital, and exclusively of the labouring class, can be formed with any prospect of success. This condition may perhaps be also deemed the more essential, looking to the political object for which the plan has been established; for, as we have already observed, should the parties placed on these settlements meet with difficulties and obstacles which their want of means prevent them from readily overcoming, or indeed should there be any check to the prosperity of the different settlements, there will of course exist no power of compelling grantees to remain on the land when once they found it for their interest to quit it.

Having offered these observations upon what appear to be the leading features of the Bill, we shall now briefly advert to the most important of its remaining provisions.

The first in order are the clauses which provide for the commutation of existing claims to land by the issue of scrip or orders for nominal sums of money, which will be received as money in the purchase of the public lands. The land claims which are to be thus commuted are stated to be those which have arisen out of any orders or regulations "of the government now in force." What the extent of these claims may be we are not aware. We take it for granted, however, that they are not meant to include any demands which may have been made for free grants of 50 acres under the system established by Lord Sydenham, as it would obviously have defeated the sole object of his plan, if such claims as those were to be met by the issue of a scrip made assignable on delivery, and therefore affording no security for a supply of labour on the roads, nor for the settlement of the land. Reference is also made to land claims which may have been assigned under the authority of the former land Acts of Upper Canada which are by this Act repealed: and it is provided that they may be exchanged for scrip, upon application of the assignee. The militia scrip moreover of Lower



## 8 CORRESPONDENCE RELATIVE TO EMIGRATION.

## CANADA.

\* See Par. Paper, 2,  
1839, p. 170.

Canada is made assignable on delivery, and is to be received in payment on the purchase of the public lands. It may be right to mention, that by the Papers presented to Parliament\*, Lord Durham's Proclamation, authorizing the issue of this militia scrip, appears to bear date the 11th September 1838, but that the date assigned to it in the present Act is the 11th December 1838.

The method of disposing of all claims to land, by granting assignable land orders instead of fixing the locations and granting specific portions of land, appears to have the advantage of preventing all uncertainty as to the value of the boon conferred, and of enabling the claimant to obtain land where it best suits him; or should he not desire to hold land, to part with his order to others willing to purchase it, and therefore more likely to undertake the improvement of the land. By the present Act no value is put upon the land in the lower division of the province, and we conclude, therefore, that it will, for the generality of claims, be taken at the price which will now be fixed on ordinary land by the Governor. But as far as regards militia-men, it was laid down in Lord Durham's Proclamation that the commutation should be according to the average price of public lands for the 10 preceding years, and to these particular claims therefore, should any remain outstanding, and not already converted into scrip, the same principle will, we suppose, continue to be applied. For Upper Canada, the value of land is by this Act to be calculated in the issue of scrip at 4s. per acre; but upon what principle the price has been so fixed does not appear on the face of the Act. The upset price has hitherto been considerably higher, and the average selling price for the last 10 years has, we believe, not been less than 8s. per acre.

The remaining provisions of the Act appear to us to be well calculated to facilitate the sale of waste lands, and to promote the general settlement of the country. We are glad to observe that resident agents for the sale of land are to be appointed in each municipal district. They will be under the direction of the Commissioner of Crown Lands, and it will be their business to keep maps and plans of surveyed lands for inspection at their office, to publish lists of the saleable lands within their district, with the prices affixed to them, 30 days before any sale is effected, and at those prices to sell them to any person willing to purchase them. They will be paid by a per centage upon the amount of money which they receive for the sale of land, and, together with the Commissioner of Crown Lands, are to give security for the faithful discharge of their duties, and due payment of all moneys which they may receive. Payment for land will be prompt, and the purchaser will be entitled to letters patent granting the land within 30 days after the payment of the purchase-money. Indemnity is further provided for purchasers in cases of double grants, or of incorrect surveys, and a power is granted to the courts of law in each of the former divisions of the province to declare void letters patent which may have been issued through fraud or in error. The letters patent we observe are to be free of expense, but are to contain the usual reservations. In regard to this latter point it may be right to mention, that it was the opinion of Lord Sydenham, as expressed in his despatch, No. 179, 12th October 1840, that if the reservation of minerals had any effect at all, it must be injurious; and as regards the reservation of timber, that some alteration would be desirable; and he requested, therefore, that the clause relative to the reservation in grants might be omitted from the Royal instructions. We are not aware whether or not this request was complied with, but we thought that it might be useful to draw attention to it on this occasion.

See Par. Paper,  
Canada, 1841,  
p. 37, presented  
by command.

The reservation of  
minerals has been  
excluded from the  
Royal instructions.

A further provision of the present Act is to empower the Governor in Council to reserve such small portions of land, never to exceed in each case 10 acres, as may be required for public buildings, burying-grounds, and other like purposes of a strictly public nature. We do not observe any provision for reserving such ground as may be required for public roads.

Finally, facilities are afforded for the registry of assignments of claims on land heretofore located, and the Act concludes with making provision for the repayment of a debt due to the Clergy Reserve Fund of the upper division of the province.

Having thus gone through all the material provisions contained in the Act itself, we may perhaps be permitted to add a very few brief remarks, since another opportunity may not present itself, on some enactments that it is proposed to introduce into the Act of Parliament on Australian sales, and which have not yet been adopted in any Canadian legislation. No allusion is made in this Act to the application of the money derived from the land; and we are aware that upon the extent to which any special appropriation may be practicable for this purpose, having regard to the general finances of the province, we are not in possession of sufficient information to judge; but we are anxious not to pass over this opportunity of throwing out the remark, that if some fixed proportion at least of the proceeds of land can be devoted to the introduction of emigrants, it is a measure recommended by peculiar considerations of expediency. There is this essential difference between a revenue derived from the sale of lands and the general revenue of the colony, that the one is voluntary and the other compulsory. The former, therefore, increases in proportion to the inducements which may be held out to persons with capital to effect a purchase of waste land. But no more powerful inducement can be held out to such parties than that the value of their purchase-money shall be returned to them, either by the introduction of labourers, through whose aid alone they can clear and cultivate their land, or by effecting local improvements of a public nature, affording facilities of communication, such as roads, bridges, and the like. This encouragement is entirely wanting, if the purchase-money is to be absorbed into a common fund, forming the revenue of the colony, and applicable to the public exigencies of a general nature, from which the individual purchaser would only indirectly benefit as a member of the whole community.

Again

## CORRESPONDENCE RELATIVE TO EMIGRATION.

9

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Again, in the proposed Act of Parliament on Australian lands, means are provided for enabling intending purchasers to deposit money in this country, and acquire a right of nominating properly qualified emigrants for a free passage either to the full amount or to the extent of some fixed proportion of their deposits. We think, for reasons which we expressed in the latter part of our report of the 17th August last, that if some such measure were also to be adopted by the legislature of Canada, it would very probably be found to tend most decidedly to improve the character of the emigration to the province, and to accelerate the sale and settlement of its waste lands.

In conclusion, we have the honour to state that we have no objection to report to the confirmation of the present Act. We would only venture to recommend that the attention of Governor-general should be invited to the expediency of a cautious use of his discretionary power in giving effect to those provisions of the Act which have been pointed out, and that, especially as regards the system of free grants, the utmost care be taken that they be not bestowed upon persons possessing capital, and only upon the labourers for whom they are intended, in those places where regular employment upon Government works can be afforded to them.

As great anxiety prevails in this country to obtain information relative to these free grants of land, we beg to suggest that full information should be forwarded to this country, with as little delay as possible, relative to the extent to which it may be intended to lay them out for appropriation, the part of the province in which they may be placed, and the conditions annexed to the location of them.

It will be desirable also that a statement should be furnished of the prices fixed by the Governor on the public lands, together with the general size of the lots, and the parts of the province in which they are situated.

We have, &c.

(signed) *T. Fred. Elliot.*  
*Edward E. Villiers.*

James Stephen, Esq.  
&c. &c. &c.

— No. 2. —

(No. 77.)

COPY of a DESPATCH from Governor the Right Hon. Sir *Charles Bagot*,  
G. C. B. to Lord *Stanley*.

No. 2.  
Despatch from  
Sir Charles Bagot  
to Lord Stanley.  
11 April 1842.

Government-house, Kingston,  
11 April 1842.

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's despatch, of the 3d March, No. 90, on the subject of the Bill passed, during the last session of the legislature of this province, intituled, "An Act for the disposal of the Public Lands." Your despatch is accompanied by a report from the Commissioners of Colonial Land and Emigration, for whose consideration the Bill had been referred.

Upon so much of this report as expresses concurrence in the provisions of the Bill, it is unnecessary for me to make any comment. I therefore proceed at once to the arguments urged against certain of its clauses, and more especially against the system of free grants of 50 acres extent, in the correctness of which your Lordship appears to concur.

In the argument on this point the Commissioners have evidently in their recollection, the failure which has attended former conditional grants, but they do not seem sufficiently to understand the difference between the system contemplated by the present Act, and that which, as they say, has been condemned by universal experience. Formerly, claims to land were created in the most lavish and improvident manner, not within the province alone, but in the mother country. For many years, every discharged soldier was entitled to land; every intending settler received an order for it in proportion to his alleged capital; every leader of a party was endowed according to the number of his pretended followers; in short, almost every one who applied, obtained an order for land, until it seemed as if the Government had no other object but to divest itself, as quickly as possible, of all control over the unsettled portions of the province. When an individual who had obtained an order for one of the smaller grants of 100 or 200 acres presented it at the land office, he received a location ticket for a particular range in a particular township, marked off on the office chart. To this location ticket the condition of performing certain settlement duties was attached. His name was then inscribed on the chart, and he started



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off to seek his land, possibly 100 miles distant from the seat of Government. An inhabitant of the old world, he was little prepared for the difficulties and dangers of forcing his way through the primeval forest, and when at last he got to his land, if indeed he ever got there, he found himself many miles, perhaps, distant from a human habitation; shut in by the almost impenetrable forest, unacquainted with the manner of clearing it, and without any one to assist or instruct him. Under such circumstances, he most likely got disheartened, and retracing his steps, either became a labourer for wages, or went off to the United States, but not without having first disposed of his location ticket, probably for the merest trifle, to some of those land speculators who were ever on the watch for such opportunities. His name nevertheless remained on the chart, and there was nothing to indicate that he had not become a settler. The next applicant for land received the next lot, and probably passed through the same process to a similar result; and thus whole townships were filled up with the names of settlers who had no existence but on the land office charts. At a later date, after the lapse probably of many years, these location tickets were presented at the land office and patents demanded for them, not in the name of the original locatee, but in that of the subsequent purchaser. Proof of settlement duties was required, and was furnished according to law by the affidavits of two individuals before a magistrate. These affidavits were commonly and notoriously false; and could, it is said, be procured to any extent from individuals who had not even seen the land respecting which they professed to certify. The patent was then issued, and the land passed altogether from the control of the Crown.

Such was the case with individual settlers; with those who obtained grants as the leaders of parties the case was still more simple. It was the practice of the leader to purchase the use of the names of so many individuals as were necessary to make up his complement. With these names he obtained the grant; but it was never contemplated that those who lent their names should really receive the land, nor did they ever demand it. A transaction thus commenced in fraud was, of course, carried on in fraud, and large tracts were in this way transferred from the Crown to individuals, without any compensating advantage of any kind whatever, and to the manifest detriment of future settlers.

When such was the system of mismanaging the Crown estate, it is not surprising that all minor correctives failed; the only surprising thing is, that any of the estate remained. Nothing probably but the depreciation produced by the system itself saved any portion of it. The great defects of the system, and what defeated every check which it was attempted to interpose, were the making location tickets transferable, the absence of any practical limits within which the settlement duties should be performed, and the ticket exchanged for a patent, and the not requiring the certificate of a responsible government officer, as to the performance of the location duties. In a young country, and more particularly where grants were extended over so large a surface, these defects were, to some extent, insurmountable; and, unfortunately, in Upper Canada, at least, no sooner was the transferable character of location tickets established, than the interests of a very large and influential body of the inhabitants came into operation against the Crown. But this scheme of free grants, the evils of which no one can feel more strongly than myself, has no analogy whatever with that contemplated by the present Act, nor can the arguments drawn from the one apply at all to the other. The plan of 50-acre grants was first adopted by Sir George Arthur, on the Garrafraxa Road, and two similar settlements were projected by Lord Sydenham, in Lower Canada, one on the Kennebec Road, the other through the townships of Lambton and Forsyth. In each case the object was to promote settlement in a situation where, for political reasons, it was advisable that population should be created. The conditions of settlement, and the reasons for the extent of the grants, your Lordship will find at length in Lord Sydenham's despatch of the 14th January 1841, and its enclosures.

But your Lordship agrees with the Commissioners in considering that no stress can be laid on any regulations for the enforcement of conditions in the case of free grants. After fully inquiring into the matter, I am compelled to say that I cannot concur in this opinion. The causes which led to the failure of the former system do not exist in the present case. The conditions of the 50-acre grants are plain, specific, and of immediate operation; they are to be enforced within

For Lord Sydenham's Despatch, 14 January 1841, vide Correspondence relative to Emigration to Canada, presented to Parliament by Her Majesty's Command, 1841, p. 61.

within a restricted locality, and under the constant supervision of a government agent. If a settler neglects or infringes them, he is superseded at once by another; and, as far as experience has hitherto gone, there has been no difficulty whatever in the matter. So long as these settlements are not unnecessarily multiplied, and for the use of a proper discretion the executive Government is responsible, I cannot understand how any difficulty can arise in regard to the enforcement of the conditions.

Again, the Commissioners say that the Government cannot ascertain whether the applicant has the means of supporting himself and family until a crop is raised. Why not? the question is one of the simplest calculation. A man has a certain number in his family; the amount necessary to subsist them through a certain number of months can be ascertained to a fraction, and if the applicant cannot show that he either has, or has the means of obtaining this amount, he will be rejected.

The next objection is, that there can be no perfect security that the grants will not be made to persons above the rank of labourers and possessed of capital applicable to the purchase of land. The security is, that no man possessed of capital would accept, under the conditions specified, a grant limited to 50 acres, the actual value of which would not exceed from 12*l.* 10*s.* to 25*l.*, and that, even if he did accept it with the intention of expending capital on it and purchasing adjacent land, it would be the very best thing that could happen; the capital which he would expend would increase the value of the Crown property in the neighbourhood infinitely beyond the money price of the grant which he had obtained. So strongly is this felt, that it is now a recognised axiom among a large class of proprietors to make free grants of a certain portion of their land, to increase the value of the rest; and there are probably few individuals who would not willingly grant 50 out of every 200 acres to resident settlers with small capital, in the certainty that the remaining 150 acres would infinitely repay them.

It is next observed, that the Government cannot ensure a settler's remaining on his land if the prospect of improving his condition elsewhere be held out to him. If the settler abandons his land before his four years are completed, he forfeits it, and another settler is put on; if he leaves it afterwards, he will be sure to sell it first to some other person, otherwise he would lose his four years' labour, and sacrifice the increased value which his land must have acquired. In either case, the public does not suffer; indeed, it is a common practice with those who are accustomed to the clearing of land to obtain wild land, for the express purpose of reselling it at an increased value as soon as they have partially cleared it. The arrangement is peculiarly advantageous to emigrants from the old country, whose inexperience in this description of labour makes them quite helpless, and it is one, the independence and freedom of which seems to have peculiar charms for the class who follow it.

Again, it is said that the Government cannot really exercise the power of ejectment if, at the end of the period of location, the prescribed amount of improvement has not been effected. Whether the Government could eject or not can only be proved by experience, though I do not think there would be much difficulty; but in reality the question could scarcely ever be raised. As Government gives no assistance to the settler, he must either work or starve. If he is to work, he will be sure, even assuming that he labours generally for wages, to do enough to his own land to secure him possession of it at the end of the probationary term; if he is idle, he will be compelled, from mere want of food, to leave the settlement, and immediately he does so without leave, his land would be forfeited. The case of an individual remaining on his land four years, and finding the means to subsist himself, without putting about 17 acres once under crop, is so highly improbable, that it need scarcely be insisted on.

The Commissioners further observe, that the arguments of Sir George Arthur and the authorities of Upper Canada would form but an imperfect guide to the operation of the system when on a great scale, and under the management of the Government; and your Lordship remarks, that the pressure on me, when it is known that I have the power of making these free grants, will be overwhelming. I am afraid, from these observations, that considerable misapprehension exists as to the state of this province. I have already observed, that it is now an admitted axiom with individual proprietors to make gratuitous grants of a portion of their lands to actual settlers, with a view to increase the value of the remainder.



For Lord Sydenham's Despatch, 23 Dec. 1840, *vide* Correspondence relative to Emigration to Canada, presented to Parliament by Her Majesty's Command, 1841, p. 50.

remainder. And in Lord Sydenham's despatch of the 23d December 1840, it is mentioned, that from 25,000 to 30,000 acres had, at that date, been put at the disposal of Dr. Rolph by individual landowners, to be applied in this way. As far as I can learn, however, very few, if any, settlers have been procured on these terms. But if eligible settlers are reluctant to accept small free grants from individual proprietors, they will naturally be more reluctant to accept them from the Government, which is sure to impose more stringent conditions, and to enforce them more rigidly. The only countervailing consideration is, that the Government grants would be in the neighbourhood of some road or public work, while individual grants would not have that advantage. But that this reluctance is not exaggerated is proved by experience. On the Garrafraxa Road, which has been open now nearly two years, only 138 families, containing 540 individuals, are now settled; and although this is perhaps the most fertile and healthy section of the whole province, the applications for the grants have never been so numerous as to create any pressure on the Government. On the Lambton Road, which was opened last year, and which is in the immediate vicinity of the British American Land Company's tract, and therefore, in the best district of Lower Canada, only 11 families have been located. The report from the Kennebec Road I have not yet received, but I understand that the settlers upon it are even less numerous. So far, therefore, from my being exposed to pressure from persons desirous of obtaining 50-acre grants, the difficulty will be to find eligible people to accept them. And this fact at once disposes of the apprehension of the Commissioners, that such settlements may be undertaken on too large a scale, even if your Lordship should consider that the responsibility of the head of the Government, and the watchfulness which will be exercised over him by the local Legislature, were not sufficient to ensure the discreet use of his powers. But in reality, the pressure which was felt by former governors, and which made it so difficult for them satisfactorily to manage the Crown estate, arose not from emigrants or settlers, or persons of the lower classes, whose influence must at any time be unimportant; but from the wealthier and more powerful class who had made land speculation a trade, and whose influence in the Legislative Council and Assembly, of which many of them were members, enabled them to resist any attempt to limit the creation of land rights, by which the supply of such rights would have been lessened, and their own power of buying them up brought to an end. But as these parties cannot possibly profit by the 50-acre grants, there is no risk of their attempting to embarrass the Government respecting them; and indeed the mania of land speculation has so much decreased of late years, it has proved so unprofitable, and is so likely to prove still more so under the taxation of the District Councils, that few even of the most eager of the original speculators would desire now to increase their possessions. It is notorious that many persons in Upper Canada, possessed of many thousand acres of wild land purchased from U. E. loyalists, militiamen, discharged soldiers, and others for a mere trifle, are unable to raise a sixpence upon them, and will be obliged to allow a portion to be seized for the payment of the land-tax. The existence of these extensive properties in a wild state has been the greatest drawback to the prosperity of Upper Canada; but it has been brought about, not by grants to actual settlers, but by grants in discharge of claims to persons who had nether the intention nor the means of settling.

The Commissioners, however, appear to suppose that the Government is not so capable of superintending a settlement on a system of free grants as "private parties individually interested in the success of the undertaking." To what examples they refer, in these words, I am unable to learn. The settlement of Colonel Talbot, the only one coming at all within this description, which has been successful, succeeded for the very reason that he had no individual interest in the land on which his settlers were placed. In Lower Canada, the settlements undertaken by leaders and companies have, without a single exception, failed. The Canada Company may, to a certain extent, be considered as successful; but it would indeed be astonishing had it been otherwise, considering the very advantageous bargain which they made with the Government, and the great value of the land which they hold.

In regards to the issue of scrip, the Commissioners observe, "We take it for granted, however, that they are not meant to include any demands which may have been made for free grants of 50 acres under the system established by Lord Sydenham;" and your Lordship also calls my attention to this point. It

seems

seems only necessary to refer to the Act, and to the published conditions, to set this doubt at rest. The Act authorizes the appropriation of free grants to "actual settlers," and the conditions engage that after a settler has been four years on his 50 acres, and has cleared a certain proportion, he shall receive a title to it. No claim can possibly exist on the part of such settlers until after the expiration of four years, and at the end of that period the claim can be for nothing else than the 50 acres on which the settler has been located. The proposed scrip is to be issued for land claims heretofore existent, not for what are hereafter to be created; and even if it were not so, there is no fear that a settler in an improved neighbourhood would dispose of land of which one-third had been under crop, for 4s. an acre.

The value of the scrip in Upper Canada was fixed at 4s. an acre, because that is the value at which land in that part of the province is assessed by law. This valuation has produced, as yet, no complaint, nor, considering the great advantages which the system offers to those having land claims, is there any reason to anticipate complaint.

The Commissioners conclude their report by adverting to the provision about to be introduced into the Imperial Act, respecting land sales in Australia, for the appropriation of the proceeds of a portion of them to the conveyance of emigrants. Upon this point it is only necessary to observe that as, by the Union Act, the revenue arising from sales of land forms part of the consolidated fund which is appropriated to the payment of the debt, and certain other fixed charges, and as there is little reason to expect that that fund will for many years do more than meet those charges, together with the interest on the fresh debt authorized during the last session, the discussion of this suggestion at the present moment would be superfluous. But were it otherwise, I should be inclined to doubt whether a principle, which may be quite true in regard to isolated colonies like the Australian settlements, could be applied to a colony conterminous for 1,500 miles with a foreign country, descended from the same ancestors, and speaking the same language. Were the Canadian land revenue appropriated to the conveyance of emigrants across the Atlantic, it is perfectly certain that those whose ultimate destination was the United States would endeavour to take advantage of it. No precautions or scrutiny, no obligations or contracts, would prevent this; nay, an attempt to enforce such contracts, though it might retain the emigrant for a short time in the British dominions, would make his ultimate departure only still more certain. Even now we are often imposed upon in the conveyance of emigrants within the province, though the arrival of these persons by the route of the St. Lawrence is at least *prima facie* evidence of their intention to settle here. How much more impossible would it be to guard against such imposition in the mother country?

I have thus gone through, at considerable length, the arguments contained in your Lordship's despatch and its enclosure, because it appears to me that these arguments have proceeded upon a misapprehension of the actual position of this province, which it is most desirable at once to remove. In the management of the Crown lands, as well as in other branches of the public service, it is impossible to lay down undeviating rules for the guidance of the executive; but I trust that your Lordship will give me credit for an anxious desire, in the exercise of the discretion entrusted to me by law, to act with due caution and consideration. It is far from my disposition to adopt any novel theory, and bring it at once into extensive operation, before an opportunity has been afforded of testing its utility; nor do I think that, in the present instance, if I had the will, I should have the power. But it may be truly said, that in Canada much has heretofore been done to promote immigration, nothing to promote settlement. The authority to open up fresh country by 50 acre grants, in the neighbourhood of roads, will give me, I hope, the power to do something towards this most important end; and I should, therefore, very much regret that your Lordship should think it necessary to fetter, by your instructions, a discretion which the law has placed in my hands. Upon the great line which connects the eastern townships with Quebec, it will be indispensable to adopt this system, if it is expected to throw a British population into that section of the country, and to keep open the road between those places. It may also be advisable to form such a settlement in the rear of the French settlements in the counties of Terrebonne, Two Mountains, &c.; but on this point I am not prepared at present



## CANADA.

to express an opinion. But your Lordship may be assured that I shall not unnecessarily multiply such settlements; and, above all, that I will take the utmost care that they be not perverted from their original and legitimate object.

I have, &c.

(signed) *Charles Bagot.*

## — No. 3. —

(No. 78.)

COPY of a DESPATCH from Lord *Stanley* to Governor the Right hon. Sir *Charles Bagot*, G.C.B.

No. 3.  
Despatch from  
Lord Stanley to  
Sir Charles Bagot.  
1 March 1842.

Sir,

Downing-street, 1 March 1842.

I HAVE the honour to transmit herewith the copy of a pamphlet which has been compiled for the use of persons disposed to emigrate to British North America, by the Commissioners for Colonial Lands and Emigration, from information supplied to this department for the purpose by the governors of the respective provinces.

I have to request that you would cause the statements contained in this pamphlet, so far as the province under your government is concerned, to be carefully examined by competent persons, with a view to the correction of errors, and to the supply of any further information which may be deemed useful to the public in this country.

I am, &c.

(signed) *Stanley.*

## — No. 4. —

(No. 84.)

COPY of a DESPATCH from Governor the Right hon. Sir *Charles Bagot*, G.C.B. to Lord *Stanley*.

No. 4.  
Despatch from  
Sir Charles Bagot  
to Lord Stanley.  
16 April 1842.

My Lord,

Government House, Kingston, 16 April 1842.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 1st ultimo, No. 78, inclosing the copy of a pamphlet compiled for the use of persons about to emigrate to British North America, which your Lordship directs me to submit for the revision of competent persons within this province. I have examined this pamphlet, and find it substantially correct, and I have also submitted it to some of those who appear to me most likely to possess useful information on the subject; but as only one copy accompanied your Lordship's despatch, the collection of opinions from various quarters occupies more time than would otherwise have been the case, and it will therefore not be in my power to return it to you by this mail. I shall, however, I trust, be able to send it home by the mail of the 18th May.

The only correction it occurs to me to make is in the list of emigrant agents, in which Mr. Hawke is named as the agent at Toronto, and Mr. Roy at Kingston. On the removal of the seat of government to Kingston, Mr. Hawke was ordered to assume the agency here, and Dr. Bradley was appointed in his place at Toronto. This arrangement still subsists.

I have, &c.

(signed) *Charles Bagot.*

## — No. 5. —

(No. 122.)

COPY of a DESPATCH from Governor the Right hon. Sir *Charles Bagot*, G.C.B. to Lord *Stanley*.

No. 5.  
Despatch from  
Sir Charles Bagot  
to Lord Stanley.  
28 May 1842.

My Lord,

Government House, Montreal, 28 May 1842.

I HAVE the honour to transmit to your Lordship herewith the Return of the agent for emigrants at the port of Quebec, for the fortnight ending on the 21st instant.

I also enclose, for your information, the copy of a letter from Mr. Buchanan, reporting the wreck of the vessel "Jane Black," with 417 passengers, at a place 250 miles below Quebec, and the measures adopted by him for the relief of the passengers. Under the peculiar circumstances of the case, I have approved the measures taken by Mr. Buchanan.

I have, &c.

(signed) *Charles Bagot.*

19 May.  
For Mr. Buchanan  
Letter, 19 May, vide  
Papers relative to  
Emigration, ordered  
by The House of  
Commons to be  
printed 17 March  
1843, No. 109,  
p. 23.

CORRESPONDENCE RELATIVE TO EMIGRATION.

15

Enclosure in No. 5.

WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 1st day of May to the 21st day of May 1842.

Date.	Vessel's Name.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
			Male.	Female.	Children under 14 Years.	TOTAL.			
May 9	Rainbow - -	London - -	3	1	1	5	mechanics - - -	- -	5 (a)
" 10	Favourite - -	Greenock - -	38	16	34	88	- - farmers, trades, and labourers.	- -	88 (b)
" 10	Mohawk - -	Glasgow - -	22	15	8	45	- - ditto - - -	- -	45 (c)
" 11	John Bell - -	New Ross - -	142	76	90	308	- - labourers; with a few trades, and a few farmers.	19	289 (d)
" 13	Alchymist - -	Falmouth - -	2	-	-	2	- - - - -	- -	2
" 13	Tottenham - -	New Ross - -	61	38	22	121	labourers and trades	20	101
" 13	Monarch - -	Glasgow - -	16	11	9	36	trades and farmers	- -	36 (e)
" 13	Crusader - -	London - -	1	-	-	1	- - - - -	- -	1
" 14	Borneo - -	Limerick - -	137	93	61	291	- - farmers, labourers, and mechanics.	- -	291 (f)
" 20	Prince George - -	London - -	77	67	118	262	- - agricultural labourers, and a few trades and servants.	219	43 (g)
			499	317	343	1,159			258
									901

REMARKS :

- (a) Employed in Quebec.
- (b) A few remain in Quebec, and some in Montreal; one family went to friends in Shipton, E. Townships; the remainder proceeded to Kingston, Perth, and Hamilton, where they have friends.
- (c) Four mechanics remain in Quebec, the others went in the vessel direct to Montreal.
- (d) Some remain in Quebec, and others will stop at Montreal; the remainder intended going to St. Catherine's, Perth, Bytown and Toronto, where they have friends, and a small number are going to join their relations in the United States.
- (e) Proceeding to Montreal, Perth, Brockville, Kingston, and Toronto, and a few, per the "Tottenham," are going to Shipton, E. Townships.
- (f) A part remain in Quebec, employed; the residue went to Bytown, Kingston, and Toronto, and a few went to join their relations in New York.
- (g) The tradesmen intend stopping in Quebec; the farm labourers will proceed to Kingston, Lanark, Guelph, and Hamilton.

ENGLAND - - - - -	270
IRELAND - - - - -	720
SCOTLAND - - - - -	169
	1,159
Cabin passengers not included - - - - -	142
To corresponding Period last Year - - - - -	7,259

Note.—Emigrants arrived at this port since the opening of the navigation are, farmers, labourers, and mechanics, and all landed in good health. Those by the "Favourite," "Mohawk," and "Monarch," from Glasgow, 169 in number, are farmers and respectable mechanics, all in good circumstances; who, with the exception of a few of the tradesmen, are proceeding to join their relations, settled in different sections of the province. Two families went to their friends in Shipton, E. Townships.

The "John Bell" and "Tottenham," from New Ross, with 429 passengers, are chiefly labourers and farmers, many of the former very poor and depending on immediate employment for their support; the farmers generally appear to possess money, and, with few exceptions, are proceeding to their friends in Canada West.

On my boarding the "Tottenham," to inspect the vessel, I found that the master had removed all the berthing and accommodation for his passengers previous to his arrival in port, contrary to the fourth clause of the Provincial Passenger Act, for which I fined him in the penalty of 5*l.*, which he paid, to avoid costs of prosecution. The penalty I handed over to Mr. Jessopp, the collector of customs.

Barque "Borneo," with 291 passengers, from Limerick, are chiefly labourers, and a few farmers; many of the latter appear in good circumstances; the labourers are poor, and depending on immediate employment for their support.

Passengers per "Prince George," from London, are 262 in number, and, with the exception of 40, are paupers, sent out under the sanction of the Poor Law Commissioners, chiefly from Kent. They landed in good health, and received a free passage, with two days' provision, and 20*s.* sterling each adult, on leaving the ship. They are, with few exceptions, proceeding to their friends in the Newcastle, Home, and Gore districts. Two families, cabin passengers, who are in possession of considerable means, I have induced to settle on the Lambton-road; they have taken 50 acres each, and intend, so soon as they have made the requisite improvements, to purchase a further quantity of land from Government.

Emigrant Department, Quebec, }  
23 May 1842.

A. C. Buchanan, Chief Agent.



CANADA.

— No. 6. —

No. 6. (No. 128.)

Despatch from  
Sir Charles Bagot  
to Lord Stanley.  
6 June 1842.

COPY of a DESPATCH from Governor the Right honourable Sir *Charles Bagot*, G.C.B. to Lord *Stanley*.

My Lord, Government House, Montreal, 6 June 1842.

I HAVE the honour to transmit herewith, for your Lordship's information, the Return of emigrants arrived in this province during the week ending 28th ultimo.

I have, &c.

(signed) *Charles Bagot*.

28 May.

14 May.

21 May.

Enclosure in No. 6.

WEEKLY RETURN OF EMIGRANTS arrived at the Ports of *Quebec* and *Montreal*, from the 21st day of May to the 28th day of May 1842.

Date.	Vessel's Name.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
			Male.	Female.	Children under 14 Years.	TOTAL.			
1842: May - 21	<i>Clio</i> - -	<i>Padstow</i> - -	134	75	130	339	- - farmers, mechanics, and labourers.	-	339
" - 21	<i>Apollo</i> - -	<i>Dundee</i> - -	16	9	23	48	farmers and labourers -	-	48
" - 21	<i>Delia</i> - -	<i>Plymouth</i> - -	47	24	31	102	- - ditto - - -	-	102
" - 22	<i>Try Again</i> -	<i>Cork</i> - -	73	65	60	198	-- farmers, labourers, and mechanics.	-	198
" - 22	<i>Aberdeen</i> - -	<i>Liverpool</i> - -	164	81	126	371	- - ditto - - -	-	371
" - 22	<i>Ocean</i> - -	<i>Waterford</i> -	121	38	49	208	- - ditto - - -	-	208
" - 22	"Lumber Merchant" steam-boat, from the "Jane Black" (Gorman), from Limerick; wrecked at <i>Pointe des Monts</i> .		150	126	141	417	- - ditto - - -	-	417
" - 23	<i>Brilliant</i> - -	<i>Aberdeen</i> - -	21	16	15	52	farmers and trades -	-	52
" - 23	<i>Urania</i> - -	<i>Cork</i> - -	81	59	51	191	- - farmers, labourers, and trades.	-	191
" - 24	<i>Ann</i> - -	<i>New Ross</i> - -	97	42	39	178	} - farmers, labourers, and mechanics - - -	-	178
" - 24	<i>Eldon</i> - -	<i>New Port</i> - -	27	21	14	62		-	62
" - 24	<i>Primrose</i> - -	<i>Limerick</i> - -	127	69	62	258	- - farmers, labourers, and trades.	-	258
" - 24	<i>Rockshire</i> - -	<i>Liverpool</i> - -	43	20	40	103	- - ditto - - -	-	103
" - 24	<i>Llan Rumney</i> -	<i>Hull</i> - -	76	17	36	129	farmers and mechanics -	-	129
" - 24	<i>Ninian</i> - -	<i>Limerick</i> - -	85	60	81	226	- - labourers, trades, and farmers.	-	226
" - 24	<i>James Dean</i> -	<i>Glasgow</i> - -	12	8	9	29	mechanics and farmers -	-	29
" - 24	<i>Dispatch</i> - -	<i>Waterford</i> -	46	24	20	90	labourers - - -	-	90
" - 24	<i>General Graham</i>	<i>Alloa</i> - -	9	5	13	27	farmers - - -	-	27
" - 24	<i>Belle</i> - -	<i>Padstow</i> - -	85	47	120	252	labourers and farmers -	19	233
" - 24	<i>St. Lawrence</i> -	<i>Aberdeen</i> - -	15	5	5	25	farmers - - -	-	25
" - 25	<i>Wenscales</i> - -	<i>Liverpool</i> - -	4	3	4	11	trades - - -	-	11
" - 26	<i>Colinia</i> - -	<i>Gloucester</i> -	19	7	18	44	farmers and trades -	-	44
" - 26	<i>Kent</i> - -	<i>Glasgow</i> - -	24	18	12	54	- - farmers, trades, and labourers.	-	54
	Wrecked at <i>Seven Islands</i> ; passengers brought up by the ship " <i>Llan Rumney</i> ."								
" - 26	<i>Lea</i> - -	<i>Wexford</i> - -	82	40	34	156	- - farmers, labourers, and servants.	-	156
" - 27	<i>Victoria</i> - -	<i>St. Ives</i> - -	45	17	28	90	- - mechanics, farmers, and miners.	-	90

REMARKS.

- (<sup>a</sup>) Proceeded to the London district, Port Hope, and Peterborough, and a few to the Gosford Road.  
(<sup>b</sup>) All proceeded to Canada West, and a few went to join their relations in the United States.  
(<sup>c</sup>) Some proceeded to the Gosford Road to work; the remainder to Montreal, Bytown, and Coburg, to friends,  
(<sup>d</sup>) Proceeded to Montreal, on their route to different sections of Canada West.  
(<sup>e</sup>) A few remain in Quebec; the remainder went to Montreal, Prescott, Kingston, and Toronto, and some of the Cork passengers to their friends in the United States.  
(<sup>f</sup>) The passengers per "*Ann*" are bound for different sections in Canada, West; and those by the "*Eldon*" are proceeding to the States.  
(<sup>g</sup>) Proceeding to Montreal, Kingston, and Prescott, and a few to their friends in the United States.  
(<sup>h</sup>) Proceeded to Montreal, Kingston, Bytown, and Toronto.  
(<sup>i</sup>) Some went to the Gosford Road for employment, and the remainder to friends in the Gore and Bathurst district.  
(<sup>k</sup>) Proceeded to Bytown, Kingston, Prescott, and Toronto, and a few to the United States.  
(<sup>l</sup>) Went to Toronto and Lake Simcoe.  
(<sup>m</sup>) All proceeded to Upper Canada.  
(<sup>n</sup>) Went to Montreal, Kingston, Toronto, and Port Hope, and a few to the United States.

CORRESPONDENCE RELATIVE TO EMIGRATION.

17

WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 21st day of May to the 28th day of May 1842—continued.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842:										
May - 28	Andrew Marvell	Chambers -	Hull -	49	20	37	106	farmers and labourers -	-	106 } (°)
" - 28	Sarah -	Allan -	Aberdeen -	13	8	7	28	- - ditto - - -	-	28 } (°)
" - 28	St. Patrick	Webster -	Cork -	143	120	125	388	- - labourers, farmers, and trades.	-	388 } (°)
" - 28	China -	Jones -	Limerick -	120	101	72	293	- - servants, labourers, and farmers.	-	293 } (°)
" - 28	Edward -	M'Kenzie -	Plymouth -	85	38	72	195	farmers and labourers -	9	186
				2,013	1,183	1,474	4,670		28	4,642

(°) All proceeded to Upper Canada for settlement.  
(p) A few remain in Quebec; the remainder went to Montreal, Kingston, and Toronto, and a few went to the United States.

	Cabin.	Steerage.
ENGLAND - - - - -	22	1,810
IRELAND - - - - -	10	2,597
SCOTLAND - - - - -	32	263
LOWER PORTS - - - - -	5	—
	69	4,670
Previously reported - - - - -	142	1,159
	211	5,829
To same period last Year - - - - -	-	9,776

Note.—Emigrants arrived during the past week all landed in good health, and consist of farmers, mechanics, and labourers, many of them in good circumstances. Their destination is principally to Canada West; some to join their friends and others to obtain lands or employment. The passengers from the ports of Padstow, Gloucester, St. Ives, Plymouth, Hull, and Aberdeen, are of the better class of emigrants, and all appear to possess means. Many of them have their friends settled in different sections of the province, and others, particularly from Padstow, are miners and mechanics in search of employment.

The Irish emigrants were not generally so well off; a considerable number of them are very poor. Those with large families were assisted to proceed to their friends, and to where they would meet with employment. Many of them are, however, in good circumstances, and have brought out a good deal of property. Their destination is, with few exceptions, to the western part of the province.

Among the arrivals this week are 417 passengers, brought up by the steamer "Lumber Merchant" from the wreck of the ship "Jane Black," from Limerick, lost on the night of the 9th instant at Pointe des Monts, 250 miles below this port. The poor people were encamped for 10 days, and on a short allowance of food, before the steamer reached them; they saved but little of their luggage, and many of them who left their homes in comfortable circumstances, lost everything they had. Captain Gorman stated that a large number of his passengers brought out a considerable amount of money among them. They were Protestants, and intended to settle in the western section of the province. Owing to the distressed state in which these people arrived, I was under the necessity of assisting about 200 of them with a passage and provision to Montreal, on their route to their friends.

Captain Simpson, of the ship "Llan Rumney," from Hull, brought up 54 passengers from the wreck of the "Kent," from Glasgow: this vessel was lost on the same night as the "Jane Black," at Seven Island Bay, 300 miles below this port. The passengers saved the greater part of their effects, and were able to defray their own expenses from this port. Much credit is due to Captain Simpson for his kind and humane conduct to these people during their stay in his ship. They state that several vessels had passed previously, but refused to take them off the wreck. Captain Simpson supplied them with provisions, at his own expense, until their arrival at this port.

I fined Captain —, of the "—," from —, 5*l.* for the infringement of the fourth clause of the Provincial Passenger Act, which he paid, to avoid the costs of prosecution: the amount I handed over to Mr. Jessop, Collector of the Customs.

Emigrant Department, Quebec, }  
30 May 1842. j

A. C. Buchanan, Chief Agent.

— No. 7. —

(No. 142.)  
Copy of a DESPATCH from Governor the Right hon. Sir Charles Bagot, G.C.B.  
to Lord Stanley.  
My Lord,  
I TRANSMIT herewith, for your Lordship's information, the weekly lists furnished by the emigration agent up to the 18th instant, together with the Returns to the 11th instant from the superintendent of quarantine at Grosse Isle. From the latter, your Lordship will regret to perceive that there has been an unusual degree of sickness among the emigrants during the present season.  
The total number of emigrants who have arrived up to this date is, I am informed, 25,570.

No. 7.  
Despatch from  
Sir Charles Bagot  
to Lord Stanley.  
29 June 1842.

I have, &c.  
(signed) Charles Bagot.



Enclosure in No. 7.

WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 29th day of May to the 4th day of June 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842:										
May - 29	Vittoria -	M. Simpson -	Fowey -	46	28	39	113	- - mechanics, labour-	14	99
" - 29	Agnes and Ann -	A. M'Farlen -	Newry -	99	98	101	298	ers, farmers, and ser-	-	298
" - 29	R. Adelaide -	T. Souty -	Fowey -	41	22	30	93	vants - - -	9	84
" - 29	Spermaceti -	E. Moon -	Plymouth -	119	57	84	260	- - agricultural labour-	16	244
" - 29	Governor -	- Gorman -	Limerick -	96	63	43	202	ers, mechanics, and	-	202
" - 29	M. Abercorn -	J. Hegarty -	Londonderry -	181	173	157	511	farmers - - -	-	511
" - 29	Minerva -	J. Marr -	Liverpool -	2	-	-	2	- - -	-	2
" - 29	Tom Moore -	A. Park -	Sligo -	76	70	42	188	- - mechanics, labour-	-	188
" - 29	Palmerston -	J. Dougle -	Pr. Ed. Island -	4	-	-	4	ers, farmers, and ser-	-	4
" - 29	Vesper -	N. Harper -	London -	2	-	-	2	vants - - -	-	2
" - 29	Brudent -	J. Rolingsby -	- - from the wreck of the Kent from Glasgow.	5	4	3	12	- - -	-	12
" - 30	Sir G. Provost -	W. Savage -	Newry -	105	99	112	316	- agricultural and com-	-	316
" - 30	Idea -	C. Pennington -	Baltimore -	86	67	55	198	mon labourers and	-	198
" - 30	Industry -	T. Barrett -	Sligo -	83	56	60	199	farmers - - -	-	199
" - 30	Fergus -	W. Blythe -	Liverpool -	113	65	114	292	- - -	-	292
" - 30	Credo -	J. Humphries -	Aberystwith -	30	29	47	106	- - labourers, farmers,	-	106
" - 30	Dewdrop -	W. Edwards -	Bridgeford -	22	15	27	64	and mechanics - -	-	64
" - 30	Andrew White -	H. Cawsey -	Liverpool -	3	2	1	6	- - -	-	6
" - 30	Emma -	A. Innis -	Dundee -	8	6	4	18	- - -	-	18
" - 30	Dominico -	H. Bowman -	Cork -	113	70	48	231	- - labourers, a few trades, and farmers.	-	231
" - 31	Charlotte -	J. Ferrie -	Lancaster -	14	6	12	32	- - -	-	32
" - 31	Thistle -	P. Thomas -	Waterford -	45	27	16	88	- - common and agri-	-	88
" - 31	Alexander -	T. Primrose -	Leith -	19	9	17	45	cultural labourers, a	-	45
" - 31	Emanuel -	J. Pearson -	Bristol -	22	11	14	47	few farmers, and a few	19	28
" - 31	Gem -	J. Graham -	Pictou -	39	27	11	77	mechanics - - -	-	77
June - 1	Ann Jeffery -	- Dalton -	Waterford -	229	137	151	517	- - -	-	517
" - 1	Louisa -	- Deaves -	Cork -	101	67	37	205	- - mechanics, farmers,	-	205
" - 2	Hampton -	J. Graham -	Grangemouth -	3	-	-	3	and labourers - -	-	3
" - 2	Lord Canterbury -	J. Tripp -	Bristol -	104	67	102	273	- - -	54	219
" - 3	Pacific -	J. Morrison -	Aberdeen -	43	16	30	89	- - farmers' servants,	-	89
" - 3	Carelton -	J. Allan -	Glasgow -	157	87	145	389	labourers, and me-	-	389
" - 3	Dolphin -	- Sullivan -	Newry -	107	114	137	358	chanics - - -	-	358
" - 3	Gratitude -	- Forrest -	Newry -	35	66	49	150	- - -	-	150
" - 4	Industry -	F. Sarack -	Halifax -	1	-	-	1	- - -	-	1
				2153	1548	1,688	5,389	- - - - -	112	5,277

REMARKS:

- (a) Some went to Montreal, others to Kingston, Port Hope, and Darlington, and a few went to the United States; the chief part of the passengers, per "Agnes and Ann," went to join their friends in Pickering.
- (b) Proceeded to Toronto and Lake Simcoe, where some of the farmers intend to purchase; a few remain in Quebec, others in Montreal, and the remainder to West Canada.
- (c) Proceeding to Coburg, Perth, Pickering, and Toronto; a few remain in Quebec.
- (d) Proceeded to Bytown, Kingston, Toronto, and Hamilton; a few remain in Quebec, and some proceeded to the United States to join their friends and relations.
- (e) Going to Kingston, Belleville, Port Hope, and Toronto.
- (f) The chief part went to Canada West, and a few to join relations in the United States.
- (g) A few remain in Quebec and Montreal, the remainder went to Kingston, Colborne, Prescott, and Toronto, where many have friends.
- (h) Went to the Eastern Townships, Montreal, Belleville, Brockville, and Toronto, where many have friends; some went to join their relations in the United States.
- (i) Proceeded to Kingston, Prescott, Niagara, Toronto, and Hamilton, where several have friends already settled.

	Cabin.	Steerage.
ENGLAND - - - - -	29	1,293
IRELAND - - - - -	21	3,461
SCOTLAND - - - - -	13	553
LOWER PORTS - - - - -	12	82
Previously reported - - - - -	75	5,389
	211	5,829
	286	11,218
To same period last Year - - - - -	-	12,252

Note.—The emigrants arrived during the past week, consist of farmers, mechanics, and labourers, a large portion of whom are in search of employment; there are, however, a number of families in good circumstances, who are, with few exceptions, proceeding to Canada West, where many have friends, and others with the intention of settling.

I have been under the necessity of extending relief to a considerable number of families during the past week, owing to the difficulty of procuring labour for them in this section of the province. Among the passengers arrived are 14 families in the "Carlton," from Glasgow, these people are members of the North Quarter Glasgow Society; they landed here in good health, but without a shilling in their pockets; and consist of mechanics and labourers; all appear anxious and desirous of getting employment, and many of them have relations in the Upper Province. I assisted those with large families to proceed thither. Masons are at present required on the Government works in this city, and mechanics of this class find ready employment at good wages, 5s. per day; all other description of employment is, I regret to say, scarce; this is to be attributed solely to the depressed state of trade, and the small number of vessels arrived to this date. The timber coves which, in former years, furnished employment to a large number of labourers on their first arrival here, are this season not employing a single man, and the number of resident labourers thrown out of employment completely absorb the work which formerly was open to emigrants.

Among the passengers in the "Lord Canterbury," from Bristol, were eight families, 54 in number, who were assisted by their respective parishes; they are proceeding to the western section of the province. The remaining families are all in good circumstances, and have brought out a good deal of money with them; they intend settling in the Johnston, Midland, and Home districts.

In the "Emanuel" were three families, 19 in number, also sent out by their parish; they were forwarded to Montreal at ship's expense, and are going to their friends at Prescott.

Emigrant Department, Quebec, }  
6 June 1842.

A. C. Buchanan, Chief Agent.

CORRESPONDENCE RELATIVE TO EMIGRATION.

1

9

WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 4th day of June to the 11th day of June 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Year.	TOTAL.			
1842:										
June - 6	Constitution	Wilson	Sligo	61	48	74	183	-- common labourers, a few farmers, and a few mechanics, with some agricultural labourers -	-	183
" - 6	Rydiol	Beddell	Aberystwith	30	23	38	91		-	91
" - 6	Rose Bank	Montgomery	Belfast	41	38	54	133		-	133
" - 6	Thomas Dryden	Stammers	Dublin	66	63	58	187	-- mechanics, labourers, and agriculturists -	-	187
" - 6	Dahlia	Barlingson	Plymouth	47	24	31	102		-	102
" - 6	Eleuthera	M'Donagh	Tralee	111	92	45	248		-	248
" - 6	Bowlin	Gentle	Glasgow	58	42	57	157	- farm servants, farmers, and labourers, with a few mechanics -	130	27
" - 6	Energy	Buller	Limerick	83	59	51	193		-	193
" - 7	Josepha	Leith	Belfast	106	92	110	308		-	308
" - 7	Nelson	Wait	Dublin	59	40	46	145	-- farmers, labourers, and mechanics -	-	145
" - 7	Nerio	Ellis	Limerick	49	38	43	130		-	130
" - 7	Conservative	Cary	Belfast	76	49	61	186		-	186
" - 7	Elizabeth	Stocks	Leith	7	4	4	15	- farm labourers and mechanics -	-	15
" - 8	John and Mary	Harvey	Padstow	62	40	89	191		-	191
" - 8	Arabian	Renny	Belfast	161	128	114	403		-	403
" - 8	Auxilior	Babidge	Dublin	70	55	40	165	- farm servants, mechanics, and labourers -	-	165
" - 8	Helen	Mears	Londonderry	74	73	65	212		-	212
" - 8	Falcon	Day	Bideford	27	15	36	78		-	78
" - 8	Transit	Ferguson	Westport	65	46	41	152	- labourers and farm servants -	-	152
" - 8	Blanch	Justice	Donegal	27	27	18	72		-	72
" - 8	Mary Weatherall	Michion	Miramichi	16	8	6	30		-	30
" - 9	Harper	Murphy	Glasgow	99	46	90	235	- mechanics, labourers, farmers, and servants -	29	206
" - 9	Noparima	Wilson	Dublin	86	59	54	199		-	199
" - 9	Cornwallis	Davis	Waterford	70	30	66	166		-	166
" - 9	Sarah Stewart	Low	Belfast	108	72	80	260	- agricultural labourers, and mechanics -	568	-
" - 10	Renfrewshire	Barnes	Glasgow	169	110	289	568		-	-
" - 10	Souris	Maxwell	Belfast	51	28	25	104		-	104
" - 11	Leven Lass	Wright	Glasgow	21	7	11	39	- farmers, farm labourers, and mechanics -	-	39
" - 11	Thetis	Hugill	Limerick	74	64	62	200		-	200
" - 11	Voluna	-	Padstow	69	41	39	149		8	141
				2043	1461	1,797	5,301	- - - - -	735	4,566

REMARKS :

- (a) Went to Montreal, Kingston, and Toronto, also to Coburg and Goderich. Several had no particular place in view.  
(b) Going to Kingston and Toronto. Several by the "Thomas Dryden" and "Eleuthera" are proceeding to Albany and New York.  
(c) Proceeding to Montreal, Bytown, and Kingston. A few remain in Quebec, and others intend going to the United States.  
(d) Going to Montreal, Bytown, Toronto, Hamilton, and New London. A few are proceeding to the United States.  
(e) Proceeding to Montreal, Kingston, Prescott, Toronto, Coburg, and Colborne.  
(f) Went to Kingston, Bytown, Toronto, and Hamilton; and a few to the United States.  
(g) A few remain in Quebec; some to the East Townships; and the remainder to Bytown and Kingston.  
(h) Went in the vessel to Montreal, on their route to Upper Canada.  
(i) Some went to Huntly, Bondhead, East Hawksbury; others to Kingston and Toronto, and a few to the United States  
(k) Members of the Glasgow Emigration Society, and all going in search of work.  
(l) Proceeding to Canada West.  
(m) The chief part are going to Toronto; the remainder to Kingston. A few are going to the United States.

	Cabin.	Steerage.
ENGLAND	2	611
IRELAND	8	3,646
SCOTLAND	3	1,014
LOWER PORTS	-	30
Previously reported	13	5,301
	286	11,218
	299	16,519
To same period last Year	-	13,509
INCREASE in favour of 1842	-	3,010

Note.—The emigrants arrived during the past week have landed generally in good health, over two-thirds of whom are Irish. They are chiefly of the agricultural class; and the average of those who are in possession of small capital is, I consider, greater than in former seasons. Their route is, with a few exceptions, to the western section of the province; some to join friends, and others to purchase lands. I have endeavoured to persuade a few of the heads of families who have good means, but without any fixed destination in view, to visit some of our flourishing settlements in this section of the province, and judge for themselves; but I regret to say, that their dread of the winter is so great, that it is difficult to induce them to attend to any offer for settlement, no matter how favourable it may be, should it be situated in Lower Canada.

It is gratifying to state, that to this period there have been but few cases of complaint against masters of vessels. The accommodation has been very good, and passengers generally well supplied with provisions.

In the ships "Bowling," "Harper," and "Renfrewshire," from Glasgow, are 727 passengers, members of the different emigration societies. These people are all very poor, and owing to their long passages, average 54 days, arrived here short of provisions. The two former proceeded direct to Montreal, and I was under the necessity of furnishing them with a supply of oatmeal and biscuit, to enable them to reach that port. Those by the "Renfrewshire" landed here, but without provisions, or the means of paying their transport up the country; and as they principally consisted of persons with large families, for whom employment could not be obtained here, I was under the necessity of assisting the greater portion of them to proceed to the western section of the province; some to join their friends, and others in search of employment. I regret to remark that the members of the Glasgow emigration societies arrived here, both this and last year, in a more destitute condition than any other emigrants from the United Kingdom; they leave their homes with barely sufficient to pay their passage and to procure a scanty provision, and unless they have a favourable passage, land here in a state of great distress. These passengers, although much under the period allowed by law for a voyage to this port, were out of provisions some days before their arrival at quarantine.

The emigrants from England are from Padstow, Bideford, and Aberystwith; they are all able to pay their way to their destination, and many of them have brought out a good deal of money. They all emigrated on their own account, with the exception of one family, eight in number, sent out in the "Voluna," from Padstow, by parish relief.

A number of families have landed here during the week with the intention of proceeding to their friends in the United States; they have, in many instances, been sent for by their friends, and all have a fixed destination in view.

Emigrant Department, Quebec, }  
13 June 1842.

A. C. Buchanan, Chief Agent.



20 CORRESPONDENCE RELATIVE TO EMIGRATION.

WEEKLY RETURN OF EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 12th day of June to the 18th day of June 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842:										
June - 12	Bryan Abbs	Brown	Limerick	58	51	84	193	- - labourers, a few farmers, and mechanics	10	89
" - 13	John Walker	McBride	Liverpool	99	56	81	236		-	236
" - 14	Albion	Furlong	Sligo	38	53	32	123		-	123
" - 15	Marquis of Wellesley.	Laing	Dublin	125	62	77	264	- - farmers and farm labourers, mechanics, servants, and common labourers	-	264
" - 15	Queen of the Isles	Leask	Glasgow	54	20	31	105		-	105
" - 15	Cabotia	Gortley	Liverpool	115	40	78	233		-	233
" - 15	Lord Wenlock	Michell	Hull	54	18	36	108	- - mostly common labourers, agriculturists, and mechanics	-	108
" - 16	Irvine	Madgwick	Bristol	27	14	43	84		32	52
" - 16	Pussey Hall	Ware	Cowes	71	57	130	258		171	87
" - 16	Samuel	Kelly	Killala	34	50	30	114	- farmers, farm labourers, a few trades, and servants	-	114
" - 16	Percival	Robson	Cork	68	43	40	151		-	151
" - 16	Minstrel	Wright	Liverpool	79	36	60	175		20	155
" - 16	Blager	Michell	Miramichi	14	5	4	23	- farmers, farm labourers, a few trades, and servants	-	23
" - 18	Onyx	Hogg	Dublin	106	79	96	281		-	281
" - 18	Chieftain	Saunderson	Larne	96	65	100	261		-	261
" - 18	Trade	Plewes	Scarborough	22	9	8	39	- farmers, farm labourers, a few trades, and servants	-	39
" - 18	Hannah	Gregory	Killala	52	45	33	130		-	130
" - 18	Lord Oakley	Crow	Bordeaux	4	2	3	9		-	9
				1116	705	966	2,787	- - - - -	327	2,460

REMARKS:

- (a) Proceeding to Montreal, Kingston, Hamilton, Toronto, and Bondhead; and a few are proceeding to join their relations in the United States.
- (b) A few remain in Quebec and Montreal; the chief part went to Canada West; some families went to the East Townships; and a few to the United States.
- (c) Went to Kingston, Bytown, Prescott, Whitby, and Darlington; some proceeded to join their friends in the United States.
- (d) Proceeded to Montreal, Kingston, Belleville, Toronto, and Emsley.

	Cabin.	Steerage.
ENGLAND	7	1,133
IRELAND	3	1,517
SCOTLAND	7	105
LOWER PORTS	5	32
Previously reported	22	2,787
	299	16,519
	321	19,306
To the same period last year	-	14,610
INCREASE in favour of 1842	-	4,696

Note.—Emigrants arrived during the past week consist of farmers, mechanics, and labourers. In several of the vessels there has been a number of cases of small-pox, measles, and fever; and there has consequently been a considerable addition to the number of patients in Quarantine Hospital.

In the "Bryan Abbs" were 18 families, 104 persons, sent out by Colonel Wyndham from his estate in the county Clare. These people were well provided for, and received the sum of 20 s. sterling each adult, on landing here, to enable them to proceed up the country.

In the "John Walker," from Liverpool, were 236 passengers; 18 were left sick at Grosse Isle; and three deaths occurred during the voyage. They consist of English, Irish, and Scotch. There are a few respectable farmers with capital, who are proceeding to settle in the Home District; the remainder are labourers and mechanics in search of employment.

The "Albion," from Sligo, 123 passengers, generally poor, and proceeding up the country for employment; a few families are going to their friends in the United States, left four sick at quarantine. In the "Marquis of Wellesley" were 264 passengers, from Dublin, chiefly farmers, who have brought out a large amount of capital; they are all a respectable class of people. Three families are gone to their friends in the Eastern Townships, and the rest to Canada West. 76 passengers in the "Queen of the Isles," from Glasgow, are mechanics and labourers, and all appear to have sufficient means to convey them to their destination.

In the "Cabotia" and "Minstrel," from Liverpool, 408 passengers. A few English farmers have brought out good means with them; the chief part are labourers, and a few mechanics, who are proceeding to different sections of the province to their friends. The latter vessel left nine in hospital; and a few of the families were short of provisions. One family, seven in number, and a number of young men and women, were assisted by their parish; about 30 of them are gone to their friends in the United States.

Passengers from Hull and Bristol, 192 in number, are all in good circumstances, among whom are several farmers with capital. In the "Irvine" from Bristol, were four families, 32 in number, sent out by their parish.

One hundred and seventy-one passengers in the "Pussey Hall," from London and Cowes, were sent out under the sanction of the Poor Law Commissioners; they were well supplied during the voyage; and the sum of 116 l. 10 s. sterling was paid to them on landing, with a free passage to Montreal. 244 passengers in the brigs "Samuel" and "Hannah," from Killala, are very poor; they all landed in good health. A number of the young men I have directed to the Gosford Road for employment; and those with families I assisted to proceed up the country.

Passengers in the brig "Percival," 149 in number, were 55 days on her passage. Passengers were short of provisions, and obliged to put into Sydney for a supply.

Passengers from Scarborough are respectable farmers, and all appear to possess means.

In the "Onyx," from Dublin, are a number of respectable farmers with money; the remainder are labourers and mechanics, proceeding to different sections of the province. 13 of her passengers were left at Grosse Isle.

In the "Chieftain," from Larne, with 261 passengers, there are several farmers with their families, who have brought out capital varying from 200 l. to 600 l.; they are proceeding to settle in Canada West; the remainder are farm servants and labourers, who have emigrated in search of employment.

I regret to say that employment continues very scarce, both in this neighbourhood and in Montreal; and, from reports received from Mr. Hawke, I regret to find the same complaint exists in that quarter, and will, I fear, continue until the harvest commences.

Emigrant Department, Quebec, }  
20 June 1842.

A. C. Buchanan, Chief Agent.

CORRESPONDENCE RELATIVE TO EMIGRATION.

21

CANADA.

— No. 8. —

(No. 151.)

COPY of a DESPATCH from Governor the Right hon. Sir Charles Bagot, G.C.B. to Lord Stanley.

No. 8.

Despatch from Sir Charles Bagot to Lord Stanley. 12 July 1842.

My Lord,

Government House, Quebec, 12 July 1842.

I HAVE the honour to transmit to your Lordship herewith the Returns received from the medical superintendent at Grosse Isle, and the agent for emigrants in this city since my despatch of the 29th ultimo, No. 142.

Your Lordship will perceive that the number which has arrived up to this date very far exceeds the whole number who emigrated during the last year; and although the great influx is now over, many more may yet be expected. Fortunately those who have latterly arrived, amounting in one day to upwards of 5,200, have been unusually healthy, and have accordingly been enabled to proceed up the country without delay.

I have, &c.  
(signed) Charles Bagot.

Enclosure in No. 8.

WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 19th day of June to the 25th day of June 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842:										
June - 19	Gazelle - -	George Paule -	Donegal - -	86	67	79	232	- - farmers, labourers,	- -	232
" - 19	Jane Duffis -	M'Donnell -	Killala - -	114	44	80	238	and mechanics - -	- -	238
" - 19	Henry - -	M'Fell - -	Killala - -	69	56	23	148	- - labourers and far-	- -	148
" - 21	Queen Victoria -	W. Rosie -	Sligo - -	60	70	55	185	mers & a few mechanics	- -	185
" - 21	Xenophon - -	Rochester -	Belfast - -	89	83	78	250	- - farmers, trades, and	- -	250
								labourers.		
" - 21	Robert Monro -	J. White - -	Leith - -	33	14	13	60	mechanics - - -	- -	60
" - 21	Wingrave - -	A. Hughes -	Glasgow - -	71	37	45	153	- - agricultural labourers	- -	153
								and trades.		
" - 22	Luna - -	J. Clarke - -	Sligo - -	55	67	62	184	- - farmers, mechanics,	- -	184
" - 22	Bowes - -	M. Johnston -	Sligo - -	67	60	29	156	and labourers - -	- -	156
" - 22	Standard - -	R. Montgomerie	Liverpool -	131	93	100	324	- - labourers and a few	- -	324
" - 22	Jubilee - -	T. R. Pearson -	Westport -	70	51	45	166	mechanics - - -	- -	166
" - 22	Compton - -	R. Jeffrey - -	Liverpool -	130	73	110	313	- - farmers, labourers,	- -	313
" - 23	Queen - -	R. Kerby - -	Sligo - -	71	69	46	186	and mechanics - -	- -	186
" - 25	Ann Moore - -	R. Patton - -	Limerick -	68	39	72	179	- principally labourers;	- -	179
								a few mechanics and		
" - 25	Albert, Prince of	T. York - -	Galway - -	119	66	24	209	farmers - - -	- -	209
	Wales									
" - 25	Victoria - -	Bequet - -	Halifax - -	5	4	2	11	- - - - -	- -	11
				1238	893	863	2,994			2,994

REMARKS:

- (a) Proceeded to Kingston, Toronto, Caledon, and Waterloo, and a part went to the United States.  
(b) A few will remain in Montreal, and the remainder proceed to Bytown, Buckingham, Niagara, and Bastard.  
(c) Went to Port Hope, Hamilton, and London district, and a few young men to the United States.  
(d) These two vessels proceeded direct to Montreal, where some of the passengers will remain; all the others will settle in Canada West.  
(e) Many are bound to New York, the others proceed to Richmond, Stratford, and Toronto; one family to Frampton, Lower Canada.  
(f) Some remain in Quebec with friends; several have gone to Kingston and Richmond, and many to the state of Ohio.  
(g) Principally went to Kingston, Toronto, and London districts; some remain in Quebec, and several went to New York.  
(h) All have proceeded to Canada West.

	Cabin.	Steerage.
ENGLAND - - - - -	3	637
IRELAND - - - - -	1	2,133
SCOTLAND - - - - -	3	213
LOWER PORTS - - - - -	-	11
	7	2,994
Previously reported - - - - -	321	19,306
	328	22,300
To same period last year - - - - -	-	16,071
INCREASE in favour of 1842 - - - - -	-	6,229



WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 19th day of June to the 25th day of June 1842—continued.

Note.—The emigrants arrived during the past week have landed, with the exception of those in a few vessels, in good health, and among them are a considerable number of respectable families with capital.

In the "Gazelle" and "Jane Duffis," from Donegal, are 470 passengers, among whom are a number of respectable farmers, who have brought out a large amount of property. The capital in these two vessels (from the information I have been able to collect) amounts to from 8,000 £. to 10,000 £. Their destination is Canada West, principally in the Home and Gore districts.

The "Henry," from Killala, with 148 passengers, arrived in good health; a few families are in good circumstances, but the greater part poor; many of them have friends in the Ottawa, Bathurst, and Johnston districts. Three families are going to their friends in the state of New York. The passengers per the "Queen Victoria," "Luna," "Bowes," and "Queen," from Sligo, 711 in number, all landed in good health; and although they had long passages, average being 45 days, they, with the exception of one or two families per the "Queen," had a surplus stock of provisions on landing. A few families are in good circumstances, but the greater part are poor; about one-fourth are going to their friends in the United States, the remainder to different sections of the province. Those with large families were assisted from this office with means to enable them to reach their friends in the Home and Newcastle districts.

In the "Xenophon," from Belfast, 250 passengers are farm labourers and trades; a few of the former are in good circumstances and are proceeding to Port Hope, Hamilton, and a few families to their friends in London district, and from eight to 10 young men to their friends in the state of New York. This vessel had a long passage, 52 days, but they all landed in good health.

Sixty passengers in the brig "Robert Munroe," from Leith, are respectable tradesmen; all appear to possess means, and with the exception of three families who remain in Montreal with their friends, are proceeding to the neighbourhood of Toronto to settle; they went to Montreal direct in the vessel.

In the brig — from —, were 160 passengers; this vessel proceeded direct to Montreal, after a few hours delay here, with her passengers. On boarding her, they complained of an overcharge for emigrant tax, children under 14 and seven being charged the full tax of 4s. 6d. sterling, which is contrary to law; but as the vessel only remained here a few hours, I forwarded instructions to the agent at Montreal to take the necessary steps to give them redress in case the captain refused to refund the overcharge. A number of these families were very poor; they are members of the Glasgow emigration societies, and will require assistance to enable them to proceed up the country.

Six hundred and thirty-seven passengers in the — and —, from Liverpool, are principally labourers, and generally very poor; about one-fourth are going to the United States to their friends; among them are 10 or 12 Welch families, consisting of about 50 individuals, who are going to the state of Ohio; they appear to have sufficient means to pay their way. The passengers per — suffered a good deal from sickness; there were 12 deaths from smallpox during the voyage, and a number of cases were sent to hospital on her arrival at quarantine. This vessel had a long passage of nine weeks, and consequently a great many of the passengers were short of provisions; they all complain of the neglect and inattention of the master, —, to them during the voyage; and I regret that owing to the defective regulations of the present Passengers' Act, I could not give them any redress to their complaints.

One hundred and sixty-six passengers per "Jubilee," from Westport, landed in good health; they are chiefly labourers; a number are going to their friends in the United States, and others in search of employment.

In the brig "Ann Moore," from Limerick, were 182 passengers. There was, I regret to say, a good deal of sickness in this vessel; she left 50 of her passengers at Grosse Isle, 37 of whom were sent to hospital. A passenger by this vessel, named Patrick Quincy, jumped overboard during the night, while the ship was at anchor at Grosse Isle, and was drowned, leaving a wife and eight children, who was sent to the hospital with fever; he has left 40 sovereigns in gold, which was taken charge of by the medical superintendent until his wife recovers.

The passengers by the "Prince of Wales," 193 in number, from Galway, landed in good health; they are chiefly labourers and farmers, and are proceeding up the country in search of employment; a few families are in good circumstances; about 40 are going to the United States to join their friends settled there.

Employment, I regret to say, still continues scarce in this district; I have, however, succeeded in procuring employment on the Gosford Road for about 100 men, and from 100 to 150 in the Eastern Townships. Employment, I hear, is abundant in this section of the province, but I find the greatest difficulty to induce those seeking to try that section of the province.

Emigrant Department, Quebec, }  
27 June 1842.

(signed) A. C. Buchanan, Chief Agent.

WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 26th day of June to the 2d day of July 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842:										
June - 26	William Tell	J. Farren	Dublin	60	60	54	174	- - farmers, labourers, and mechanics - -	- -	174
" - 26	Mary Russell	T. Turnbull	Limerick	66	51	49	166		- -	166
" - 26	Dumfriesshire	J. Gowan	Belfast	250	181	184	615		- -	615
" - 26	Boadicea	D. Evans	Limerick	48	32	31	111	- farmers and labourers -	- -	111
" - 26	Messenger	Milligan	Limerick	50	43	44	137		- -	137
" - 26	Euretta	T. Tucker	Hull	31	19	22	72		- -	72
" - 26	Edmond	Dobson	London	39	16	29	84	- - farmers, labourers, and mechanics -	- -	84
" - 27	Dependent	E. Dobson	Bridgwater	31	23	44	98		52	46
" - 27	Richard Watson	H. Leeds	Dublin	64	54	72	190		- -	190
" - 27	Argo	Greg	Sligo	52	42	21	115	- chiefly farmers; some mechanics & labourers -	- -	115
" - 27	Feonia	R. Grant	Glasgow	39	28	20	87		- -	87
" - 27	Blonde	Crawford	Glasgow	208	102	86	396		- -	396
" - 27	Thomas & Hannah	W. T. Hidey	Londonderry	68	91	51	210	- - chiefly labourers, & a few trades - -	- -	210
" - 28	Precilla	Taylor	Plymouth	42	32	32	106		- -	106
" - 28	Devereux	B. Burton	Liverpool	93	65	95	253		- -	253
" - 28	Jane	Johnston	Cork	50	45	35	130	- - farmers, labourers & servants - -	- -	130
" - 28	Marys	Newham	Belfast	90	67	66	223		- -	223
" - 28	Velocity	M'Garth	Waterford	39	42	37	118		- -	118
" - 28	Carricks	J. Scrugham	Sligo	59	60	51	170		- -	170

REMARKS:

- (a) Proceeding to settle in various parts of Canada West, and some went to join friends in the United States.
- (b) Went to Cornwall, Bytown, and Hamilton, and a few to the United States.
- (c) Gone to settle in St. Catherine's, Whitby, Coburg, and Guelph.
- (d) Proceeded in the vessel direct to Montreal. Some of those from Sligo were determined to join friends in the United States; and the remainder, with those from Londonderry, went to settle in Canada West.
- (e) One Scotch family went to Smith's Creek, near Gault. Some others went to the United States, and the remainder to Canada West.
- (f) Proceeded to Bytown, Brockville, and Toronto. A few went to New York, and some remained in Quebec and Montreal.

CORRESPONDENCE RELATIVE TO EMIGRATION.

WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 26th day of June to the 2d day of July 1842—continued.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842:										
June - 29	Cosmopolite -	Webber -	Plymouth -	71	43	43	157	} -- principally labour- ers, a few farmers, and a Jew trader - -	- - 62	157 354 } (e)
" - 29	Ayrshire -	A. Mackay -	Newry -	123	123	170	416			
July - 1	Marys -	Redpath -	Liverpool -	109	63	41	213		- -	213
" - 1	Marys -	W. Douglas -	Limerick -	43	37	37	117	} -- the most part are labourers, and some mechanics - -	- - 194	117 32 23 } (b)
" - 1	George Glen -	R. M'Bride -	Liverpool -	15	8	9	32			
" - 1	Orbit -	Robinson -	London -	80	41	96	217			
" - 1	Margaret Johnson	Groom -	Belfast -	119	93	85	297	} -- farmers' servants, la- bourers, and trades -	- - - -	297 116 22 } (d)
" - 1	Jane Avery -	Booth -	Londonderry -	47	41	28	116			
" - 1	Imogine -	Hicks -	London -	12	5	5	22		- -	
" - 1	Ruth -	Newman -	Cork -	59	58	49	166	} - - a few mechanics; the remainder are la- bourers and farmers -	- - - - —	186 154 —
" - 1	Mary Alice -	G. Dale -	Newport -	89	63	34	186			
" - 1	Eliza Anne -	W. Carruthers -	Sligo -	65	48	41	154			
				2211	1676	1,661	5,548		308	5,240

REMARKS:

- (e) Went to Bytown, Kingston, Toronto, and Hamilton.  
(b) Proceeded to Kingston, Toronto, and Winchester.  
(i) Gone to Manchester, Cornwall, and other parts of Canada West. Some went to join relations in the United States.

	Cabin.	Steerage.
ENGLAND	47	1,254
IRELAND	-	3,811
SCOTLAND	9	483
Previously reported	56 328	5,548 22,300
	384	27,848
To same period of last year	-	18,707
INCREASE in favour of 1842	-	9,141

Note.—The emigrants arrived this week are principally farmers and labourers. Those in the "William Tell" and "Richard Watson," from Dublin, 364 in number, landed in good health; they are chiefly labourers, and a few farmers who appear possessed of small capital. Passengers in the "Mary Russell," "Boadicea," "Marys," and "Messenger," from Limerick, arrived in good health, and consist of farmers and labourers. They are, with few exceptions, proceeding to Canada West, with the intention of settling. In the "Mary Russell" the passengers were of a superior class. Several families brought out capital from 500*l.* to 600*l.*; and the master reported almost every family was in possession of from 40*l.* to 50*l.* in gold. These people all proceeded to settle in the Home and Gore districts. In the "Dumfriesshire," "Marys," and "Margaret Johnston," were 1,135 passengers from Belfast; they landed in good health, and are all proceeding to the western part of the province. Only eight families, about 50 individuals, out of this number, applied for assistance, which they received as they were going to join their relations settled in the western section of the province.

Passengers from Hull and Plymouth, 335 in number, are principally agriculturists, and all appear in good circumstances. A few are going to the United States, but over three-fourths intend settling in Canada West, in the Newcastle, Home, and Gore districts; and one or two families to the Huron tract.

Ninety-eight passengers in the "Dependent," from Bridgewater, arrived in good health, 52 of whom are sent out by the Chard Union, in Somersetshire. These people were found in provisions by the ship, and received the 20*s.* sterling on landing; the remaining passengers were of the better class, and possess good means. They intend going to the western section of the province to settle. A good many of the paupers intend to proceed to the United States.

The passengers in the "Blonde" and "Feronia," 483, from Glasgow, are a fine intelligent body of people, and have brought a large amount of capital with them; it is impossible to ascertain the exact amount, but from the information I have received, I should estimate it from 10,000*l.* to 12,000*l.* They are proceeding to the Bathurst, Home, and Gore districts with the intention of settling. Many of them are going to join their friends. Passengers by the "Ayrshire," 416 in number, from Newry and Dublin. She had a long voyage of 51 days, and had 25 deaths previous to arrival at Grosse Isle, all children, from the effects of measles. A number of families embarked at Dublin, were aided in their emigration by the Earl of Fitzwilliam, from his estate in the county of Clare. These people, owing to their long passage, landed here, as well as many of the other passengers, short of provisions, and I was under the necessity of assisting 15 families who had expended all their means, to enable them to proceed up the country.

Three hundred and twenty-six passengers in the "Thomas and Hannah" and "Jane Avery," from Londonderry, arrived in good health. They are chiefly labourers, and all very poor. I had to relieve a large number of families who were without means to proceed up the country; some to their friends, and others in search of employment.

In the brig —, — master, from —, were 213 passengers. The vessel arrived in a most wretched state at Grosse Isle, from sickness. There had been five deaths previous to her arrival there, and 56 cases of typhus were sent to hospital, two of whom died in a few hours after. This vessel cleared from —, according to the certificate list of her passengers sent to this office by the Government agent at that port, with 192 passengers. On arrival here she was found to have 22 on board whose names were not on her list. She was also exceedingly crowded, the passengers being obliged to keep all their luggage and provisions between decks, there being no room in the lower hold (with the exception of a small space for water and fuel). It was full of salt. On measuring the superficial space between decks, I found she had only room for 165 adults, whereas she had 180  $\frac{3}{4}$  on board, being an excess of 15  $\frac{3}{4}$  passengers. The necessary information was immediately placed in the hands of the Crown officer, to prosecute the master for the infringement of the second clause of the Imperial Passenger Act. The dreadful condition in which this vessel arrived may, in my opinion, be in a great measure attributed to the crowded state of the vessel, and to her having a cargo of salt in the lower hold, which was full up to the platform that the passengers occupied.

One hundred and ninety-four passengers in the "Orbit," from London and Gravesend, were sent out under the direction and superintendence of the Poor Law Commissioners. There were five deaths during the voyage, one old man, the others children, and left a number of cases at Grosse Isle. These people were forwarded to Montreal at ship's expense, and received 20*s.* sterling each adult on landing here.

The passengers in the "Ruth" and "Jane," from Cork, are chiefly labourers with very limited means. A large number of the "Ruth" were very destitute; and as employment in this district is very limited, I have to forward a considerable number of them up the country.

Two hundred and fifty-three passengers in the "Devereux," from Liverpool, and 186 in the "Mary Alice," from Newport, Ireland, are very poor, and principally depending on employment for their support. Notwithstanding the passage to Montreal is only 1*s.* 3*d.* each, I was under the necessity of forwarding a very large proportion of the passengers in the latter vessel. They are going to different sections of Canada West to join their friends. The passengers from Sligo, 439 in number, have landed in good health. They are principally labourers, and intend to proceed up the country in search of employment.

Emigrant Department, Quebec, }  
4 July 1842. }

(signed) A. C. Buchanan,  
Chief Agent.



## CANADA.

— No. 9. —

No. 9.

Despatch from  
Sir Charles Bagot  
to Lord Stanley.  
11 March 1842.

(No. 58.)

COPY of a DESPATCH from Governor the Right Honourable Sir *Charles Bagot*,  
G. C. B. to Lord *Stanley*.

Government House, Kingston,  
11 March 1842.

My Lord,

I HAVE the honour to transmit to your Lordship herewith the returns with regard to land sales, for the year 1841, as required by Lord John Russell's circular despatch of the 29th May last: I also enclose the copy of a letter from the surveyor-general, stating that, from causes over which he has no control, he was unable to furnish these returns earlier; but that in future they will be prepared at the commencement of each year.

I have, &c.  
(signed) *Charles Bagot*.

Enclosure in No. 9.

Surveyor-general's Office, Kingston,  
7 March 1842.

Sir,

Encl. in No. 9.

I HAVE the honour to enclose herewith the returns called for in your letter of the 21st July last, and beg that you will transmit them to the proper office, in order that they may be forwarded to Her Majesty's Secretary of State for the Colonies.

From causes over which this department had no control, the completion of these returns has been unavoidably postponed to a later period than is desirable; but as these causes have now ceased to exist, they will hereafter be prepared at the commencement of each year.

The Commissioner for Crown Lands.

I have, &c.  
(signed) *Thomas Parke*,  
Surveyor-general.

No. 10.

Letter from  
J. Stephen, Esq.  
to the Colonial  
Land and Emigra-  
tion Commissioners,  
26 April 1842.

— No. 10. —

COPY of a LETTER from *J. Stephen*, Esq. to the Colonial Land and Emigration Commissioners.

Gentlemen,

Downing-street, 26 April 1842.

I AM directed by the Secretary of State to transmit to you, for any suggestions and observations which you may have to offer, the enclosed returns of lands granted and surveyed in the province of Canada during the year 1841, and of the persons employed during that year in the surveyor-general's department.

I am, &c.  
(signed) *Jas. Stephen*.

— No. 11. —

No. 11.

Letter from the  
Colonial Land and  
Emigration Com-  
missioners to  
J. Stephen, Esq.  
5 July 1842.

COPY of a LETTER from the Colonial Land and Emigration Commissioners to  
*J. Stephen*, Esq.

Sir,

Colonial Land and Emigration Office,  
9, Park-street, Westminster, 5 July 1842.

WITH reference to your letter of the 26th April last, transmitting to us certain returns connected with Crown lands in Canada, we have the honour to state, for Lord Stanley's information, that we have taken an opportunity to examine into and collate the contents of these documents.

We enclose, in case they should be found to present the results of the information in a more useful form for future reference, two abstracts which we found it convenient to prepare of the two first of the foregoing returns, consisting of nominal lists of all parties to whom free grants, or grants subject to settlement duties and the payment of fees, had been issued during the past year.

By

By the return connected with the subject of surveys, it appears that the quantity of land surveyed in the course of 1841 was 178,010 acres, and the average expense of survey  $1\frac{1}{2}d.$  per acre.

The extent of land that had been sold during 1841 appeared in a former return, which accompanied Sir Charles Bagot's despatch, No. 17, of the 26th of January, and was enclosed to us in your letter of the 19th of February. It showed that the whole quantity of land in the United Province which had been sold during 1841 amounted to 60,593 acres, besides 13 village lots in Canada West, averaging  $3\frac{1}{2}$  acres each. The purchase-money was nominally rather more than 19,000*l.*, of which, however, only about 316*l.* reached the hands of the receiver-general in cash applicable to the public service, the residue having been absorbed chiefly in the satisfaction of U. E. claims, outstanding army and militia claims, and also to the extent of about 1,930*l.* in remissions of purchase-money to officers of the army and navy.

We do not find that we have any remark to offer on these returns at present, with a view to any practical step, except in so far as Lord Stanley may deem that the two following cases ought to be noticed. In the list of Unconditional Grants, appears one of 400 acres to Mungo Ponton, and another of 200 acres to John Scott, and in the column headed "For what reason made," the insertion opposite to them is, "By Order in Council, 4th August 1831," and, "By Order in Council, 28th October 1841;" both those dates being subsequent to the Treasury Instructions of November 1826, which abolished free grants, and required all lands to be in future disposed of by sale. We should conjecture that the Orders in Council must have been issued in fulfilment of some obligations of prior date, and entertain no doubt that the case admits of that or some other satisfactory explanation; but having observed on the face of the returns a grant made in apparent contravention of instructions, it seems our duty to notice it, in case the Secretary of State should consider it right to request that the circumstances may be more fully explained.

We have, &c.  
(signed) *T. Fred. Elliot,*  
*Edward E. Villiers.*

Schedule No. 1.

ABSTRACT of RETURN of Free Grants for which Descriptions for Patent have issued, from the 1st January to the 31st December 1841.

To whom Granted.	Number of Grants.	Number of Acres.
1. Retired and half-pay officers of the army, navy, and militia - - - - -	8	3,322
2. Commuted pensioners - - - - -	13	1,364
3. Discharged soldiers, sailors, and militia-men (2) - -	49	5,000
4. Heirs, widows, assignees and devisees of officers in the army; of discharged soldiers and sailors; and of militia-men - - - - -	68	11,835
5. Heirs and assignees of U. E. loyalists - - - - -	40	7,600
6. Settlers of Lanark and Glasgow societies; and settlers located under late Military Settling Department, late Quarter-master General's Department, and late Land Board, and by Hon. P. Robinson - - - - -	34	2,851
7. To parties under two Orders in Council, dated respectively 4th August 1831 and 28th October 1841 - - -	2	600
8. For burial-grounds - - - - -	3	$2\frac{1}{2}$
TOTAL - - - - -	217	32,574 $\frac{1}{2}$



## CANADA.

## Schedule No. 2.

ABSTRACT of RETURN of Grants subject to Settlement, and the Payment of Fees, for which Descriptions of Patent have issued, from the 1st January to the 31st December 1841, showing under what Scale of Fees the several Grants were made.

Number of Grants.	Number of Acres.	Scale of Fees under which Grant made.
13	1,978	{ Scale in use prior to } Fee £.3. 5. 2. currency for less than July 1796, } 700 acres.
7	1,500	Scale of 9th July 1796, Fees { for 100 acres, £.1. 9. 4. curr. for 200 acres, £.4. 12. 8. —
1	200	Scale of 22d Dec. 1797, Fees { 100 acres, £. 3. 8. —. sterling. 200 acres, £. 6. 4. 9. —
130	10,898 $\frac{7}{10}$	Scale of 6th July 1804, Fees { 100 acres, £.5. 14. 7. sterling. 200 acres, £. 8. 4. 7. — 300 acres, £.12. 6. 7 $\frac{1}{2}$ . —
4	1,200	Scale of 5th Jan. 1819, Fees { 100 acres, £.5. 14. 7. sterling, 200 acres, £.16. 17. 6. — 300 acres, £.24. 7. 11. — 400 acres, £.32. 5. 8. —
5	500	Scale of 1st Jan. 1820, Fees { 100 acres, £.6. 18. 8. sterling. 200 acres, £.12. 18. 8. —
21	3,150	Scale of 31st Jan. 1824, same as those of 4th July 1804.
181	19,426 $\frac{7}{10}$	- - - - - TOTAL.

— No. 12. —

(No. 203.)

Copy of a DESPATCH from Lord *Stanley* to Governor the Right Hon.  
Sir *C. Bagot*, G. C. B.

No. 12.  
Despatch from  
Lord Stanley to  
Sir Charles Bagot.  
17 July 1842.

Sir,

Downing-street, 17 July 1842.

By the return of free grants made in Canada during 1841, which accompanied your despatch, No. 58, of the 11th March last, I observe that allotments of 400 acres and 200 acres have been given to Mungo Ponton and John Scott, respectively, without any conditions being attached to them. The only reason assigned for these grants is, that they were issued in obedience to Orders in Council passed on the 4th August 1831 and 28th October 1841. As the system of making free grants of land was abolished by Treasury instructions dated so far back as November 1826, I should wish to receive from you an explanation of the grounds on which the grants to Ponton and Scott proceeded.

I have, &c.  
(signed) *Stanley*.

— No. 13. —

(No. 178.)

Copy of a DESPATCH from Governor the Right Hon. Sir *Charles Bagot*,  
G. C. B., to Lord *Stanley*.

No. 13.  
Despatch from  
Sir Charles Bagot  
to Lord Stanley.  
24 August 1842.

My Lord,

Government-house, Kingston,  
24th August 1842.

I HAVE the honour to transmit, in reply to your Lordship's despatch of the 17th ultimo, No. 203, requiring an explanation respecting certain unconditional allotments of land recently made to Mungo Ponton and John Scott, two reports from the surveyor-general of the province, which contain all the information that I am able to furnish upon the subject.

Your Lordship will perceive from these reports that the letters patent issued last year in Ponton's case, were in completion of a grant made by a special Order in Council, dated 4th August 1831, the reasons for which (beyond those stated in the report), in contravention of the Treasury instructions of November 1826, cannot, after the lapse of so many years, be ascertained.

In

15 August 1842.  
24 August 1842.

## CORRESPONDENCE RELATIVE TO EMIGRATION.

27

In the case of Scott, it appears that the grant was made to rectify an official mistake committed in the year 1834, and to prevent the infliction of great hardship on a party who was settled upon the land, under a title supposed to be valid, in the year 1833.

CANADA.

I have, &c.  
(signed) *Charles Bagot.*

## Enclosures in No. 13.

Surveyor-General's Office, Kingston,  
15 August 1842.

By Special Order in Council, dated 4th August 1831, Mungo Ponton, a native of Scotland, who came to the late province of Upper Canada, having a family of ten children, with the intention of becoming an actual settler, was allowed a free grant of 800 acres of land.

Encl. in No. 13.

Pursuant to the above order the grant was located by the Hon. Peter Robinson, Commissioner of Crown Lands, on lots No. 8 in the 7th Concession, No. 8 in the 8th Concession, No. 7 in the 12th Concession, lot No. 14 in the 13th Concession, in the township of Seymour, and the locations confirmed by Order in Council, dated 20th of June 1836.

Descriptions of the two first-named lots issued from this office for letters patent on the 21st June 1836, and for the remainder of the grant on the 23d of June 1841.

(signed) *Thomas Parke,*  
Surveyor-General.

Surveyor-General's Office, Kingston,  
24 August 1842.

AN Order in Council of the 11th July 1833, in favour of Thomas Fraser, as the son of an U. E. loyalist, having been lodged in this office, a letter of location was issued in his favour to Mr. Mount, the Government agent for the London district, which order must have been subsequently transferred to Mr. Jones, the Government agent for the Western District, as it was presented to and located by him in October 1833, on lot No. 18, in the 10th Concession of Moore.

The letter of location above mentioned had been given to John and William Scott, to whom Fraser had assigned his claim, and it was on their application located on the lot in Moore, on which they immediately settled. The location was shortly afterwards entered on the office plan of the township among others made by Mr. Jones.

In 1834 Fraser applied again for land, and through an official oversight was located on No. 9, in the 8th Concession of Enniskillen, no notice having been taken of the letter of location previously issued, and the action on it. For this lot a patent issued in March 1836.

Some time after this the Scotts, who had resided on the lot in Moore from their first settlement in 1833, and had made very large improvements, applied for a patent in Fraser's name, when it was discovered that from the error committed by this office that person had already received his grant, and they had in consequence lost the labour of years.

The Scotts, on learning this, petitioned the Government, setting forth their case, and the Governor in Council, to obviate the effects of the official error above stated, passed an order on the 28th October 1841, cancelling Fraser's location on the lot in Moore, and granting it to John and William Scott, under the authority of which a description for patent issued from this office on the 17th December 1841.

(signed) *Thomas Parke,*  
Surveyor-General.

## — No. 14. —

(No. 251.)

COPY of a DESPATCH from Lord *Stanley* to Governor the Right Hon.  
*Sir Charles Bagot*, G.C.B.

No. 14.  
Despatch from  
Lord Stanley to  
*Sir Charles Bagot*.  
30 Sept. 1842.

Sir,

Downing-street, 30 September 1842.

I HAVE to acknowledge the receipt of your despatch of the 24th of August, enclosing the reports of the surveyor-general of Canada upon the grants of land which had been made to two persons named Mungo Ponton and John Scott, subsequently to the date of the abolition of the system of free grants, and without the assignment of any special reason for such deviation from the established rule.

291.

I have



CANADA.

I have to acquaint you, in answer, that the explanation afforded me in the case of Scott's grant is complete; and that with respect to Mungo Ponton, although the grounds for his grant are not equally clear, it will not be desirable to raise any question which can create the impression that it is intended to disturb him in the possession of the land guaranteed to him by the Order in Council.

I have, &c.  
(signed) Stanley.

— No. 15. —

No. 15.

(No. 164.)

Despatch from  
Sir Charles Bagot  
to Lord Stanley.  
28 July 1842.

COPY of a DESPATCH from Governor the Right honourable Sir *Charles Bagot*,  
G.C.B. to Lord *Stanley*.

My Lord,

Government-house, Quebec, 28 July 1842.

HAVING referred to the emigration agent at this port your Lordship's despatch of the 3d ultimo, relative to the infraction of the Passengers' Act by several vessels which brought out emigrants to this country in the year 1841, and relative to a discrepancy between the number of emigrants included in the ship returns and those comprised in Mr. Buchanan's report\*, I have the honour to transmit herewith, for your Lordship's information, a copy of the answer which I have received.

In respect to the latter subject, it is unnecessary for me to add anything to Mr. Buchanan's statement; but on the former, it appears to me that he has not made his explanation so clear as it ought to be.

By the Passengers' Act two modes of reckoning the number of emigrants that may be carried in any vessel are prescribed; first, in a certain proportion to the tonnage; second, in a certain proportion to the superficial measurement. These two modes, however, very commonly produce different results; so that a master who may be within the law according to his tonnage, may be beyond it according to his superficial measurement, and *vice versâ*. This has actually occurred in each of the cases enumerated in the enclosure to your despatch, in which the vessels were all within the law as far as their tonnage formed the standard, though beyond it according to measurement. But heretofore it had been the practice of the collector of customs at this port to look only to the tonnage of vessels, not their measurement; and being assured that the law had not been infringed in that respect, to make no further inquiry. Thus it happens that none of the vessels alluded to in your Lordship's despatch had been proceeded against for infraction of the law.

Since the receipt of that despatch, however, the emigrant agent has taken much care to ascertain the sufficiency of the superficies of every vessel for her number of emigrants; and it appears that in a very large number of cases the law is infringed in that respect. This is the case not only with vessels sailing from ports where there is no emigrant agent, but from those also where there is such an agent, and from which the masters bring with them the usual certificate of their having embarked their emigrants under the superintendence of that officer. These persons naturally feel themselves aggrieved, when, having been sanctioned by the Government agent on the other side of the Atlantic in taking on board a certain number of emigrants, they are prosecuted by the Government agent here for having more than their complement.

I would suggest, to obviate this cause of complaint, that the agents at the outports should be instructed for the future to pay more attention to the measurement of emigrant vessels; and I would also submit to your Lordship whether it might not be possible to simplify the matter, by getting rid altogether of the calculation by tonnage, and adopting that by superficial measurement only. Where the space between decks and between berths is so strictly laid down, the emigrants would be sufficiently protected by being secured a certain extent of superficial space, without reference to the tonnage of the vessel. The adoption of two different standards tends to produce much confusion and error.

I have, &c.  
(signed) Charles Bagot.

For Lord Stanley's  
Despatch 3 June  
1842, vide Corre-  
spondence respect-  
ing Emigration,  
ordered by The  
House of Commons  
to be printed  
7 June 1842,  
No. 301, p. 288.  
\* 26 July.

## CORRESPONDENCE RELATIVE TO EMIGRATION.

29

Enclosure in No. 15.

CANADA.

Sir,

Emigrant Office, Quebec, 26 July 1842.

Encl. in No. 15.

I HAVE the honour to acknowledge receipt of your letter of 28th ult., enclosing me a copy of a despatch from the Secretary of State, accompanied by an extract of a report of the Colonial Land and Emigration Commissioners, respecting the cases, which occurred last year, of infringement of the Passenger Act; and also showing that the ship returns furnished from this office did not include the whole number of emigrants who arrived in 1841.

I have the honour to report, for the information of his Excellency, that the deficiency which appears between the number of passengers contained in the ship returns forwarded from this office, and the total number landed in this colony during the season of 1841, is owing to my not having made out returns for vessels which arrived at this port with less than 30 passengers, which I had the honour to state to you in my letter of the 24th of September last.

In reply to that part of the report of the Colonial Land and Emigration Commissioners, transmitting a list of 25 vessels which appear, from the ship returns forwarded from this office, to have infringed the Passenger Act, in not having sufficient superficial space for the number of passengers on board, on examination of this table, I find there are a few errors, which must have originated in copying, and I herewith transmit a correct list, taken from the books in this office.

I also beg to state, that in these calculations I have included the children under one year, calculating three to an adult (who are exempt by the Act); these deductions being allowed, several of the vessels which have but a small excess would be within the law.

I have the honour further to report, that the collector of the customs here has heretofore enforced the penalty for excess of passengers, when that excess appears in reference to the numbers allowed according to the tonnage of the vessel, but has not taken any notice as to the numbers allowed according to the superficial contents of the lower deck or platform of the vessel; and when, in consequence of Lord Stanley's despatch above mentioned, I called his attention to cases of this latter description, he declined to interfere, and I have therefore applied to the law officers of the Crown to take proceedings in all such cases, and shall strictly enforce the penalty. I have been advised that these penalties cannot be legally taken until after conviction in a proper court, and I have therefore directed proceedings only against those who have most clearly infringed the Act.

I also beg to state, that I have forwarded to the collector of customs a copy of Lord Stanley's despatch, as also the report of the Colonial Land and Emigration Commissioners, drawing his attention to the same.

In respect to such masters of vessels as may have incurred the penalty during the last season, the only evidence now in my power is the official documents of the number of passengers arrived on each voyage, and my affidavit of the superficial contents of the lower deck or platform of each vessel; these I could furnish; but considering that the time has expired within which proceedings could be taken in this colony, and it may be doubtful whether these documents would arrive in time for any to be taken at home, and that then, I am informed, they could not be used as evidence, but only as information, I have not thought it necessary to prepare them.

I have, &amp;c.

T. W. C. Murdoch, Esq.  
Chief Secretary, &c. &c. &c.

(signed) A. C. Buchanan,  
Chief Agent.

CORRECTED RETURN of SHIPS that have infringed the Provisions of the PASSENGER ACT  
(5 & 6 Will. 4, c. 53) during the Year 1841.

NAME.	Tonnage.	Superficies of Passengers' Deck.	Number allowed by the Act, including Two per Cent.	Number taken.	EXCESS.
May :					
Borneo - - -	960	2,438	249	255 $\frac{1}{2}$	6 $\frac{1}{2}$
Thompson - - -	210	600	61 $\frac{1}{2}$	65	3 $\frac{1}{2}$
Governor - - -	309	1,950	199	174 $\frac{2}{3}$	
June :					
Rose Bank - - -	308	1,472	150	165 $\frac{2}{3}$	15 $\frac{2}{3}$
Souris - - -	177	665	67 $\frac{5}{6}$	97 $\frac{5}{6}$	30
Oberon - - -	384	1,980	202	213	11
Lively - - -	299	1,100	112 $\frac{1}{2}$	126 $\frac{1}{2}$	14 $\frac{3}{10}$
Mary Coxin - - -	275	1,450	148	154 $\frac{1}{2}$	6 $\frac{1}{2}$
Robert Alexander Park -	389	1,974	201 $\frac{1}{4}$	203	1 $\frac{3}{4}$
Jane A. Malvaine - -	306	1,325	135 $\frac{1}{6}$	144 $\frac{1}{3}$	9 $\frac{1}{6}$
July :					
Dumfriesshire - - -	873	4,473	456	508 $\frac{1}{2}$	52 $\frac{1}{2}$
Lord Seaton - - -	730	3,420	348 $\frac{2}{3}$	431 $\frac{2}{3}$	83
Meanwell - - -	297	1,278	130	169	39
Bachelor - - -	340	1,410	144	158 $\frac{1}{2}$	14 $\frac{1}{2}$
Nelson Wood - - -	309	506	51 $\frac{3}{4}$	58 $\frac{1}{3}$	6 $\frac{1}{15}$
Huron - - -	449	2,532	258 $\frac{1}{2}$	260	1 $\frac{1}{2}$
Sterling - - -	203	1,036	104 $\frac{1}{2}$	125	19 $\frac{1}{2}$
Lady C. Guest - - -	183	1,092	111 $\frac{1}{2}$	119	75 $\frac{1}{6}$

(continued)



CANADA.

NAME.	Tonnage.	Superficies of Passengers' Deck.	Number allowed by the Act, including Two per Cent.	Number taken.	EXCESS.
August :					
Josepha - - -	417	2,028	206 $\frac{4}{5}$	211 $\frac{3}{5}$	4 $\frac{1}{5}$
Saphira - - -	275	1,410	143 $\frac{1}{5}$	150 $\frac{4}{5}$	6 $\frac{3}{5}$
Abecromby - - -	458	612 $\frac{1}{2}$	62 $\frac{1}{2}$	68 $\frac{1}{5}$	6 $\frac{1}{5}$
Wanderer - - -	235	855	87	120 $\frac{1}{5}$	33 $\frac{4}{5}$
Astrea - - -	215	1,350	137	119 $\frac{1}{5}$	
Andrew White - - -	256	1,104	112 $\frac{1}{2}$	115 $\frac{4}{5}$	2 $\frac{3}{5}$
Bruce - - -	306	1,311	133 $\frac{4}{5}$	174 $\frac{1}{5}$	40 $\frac{1}{5}$

— No. 16. —

No. 16.  
Despatch from  
Lord Stanley to  
Sir Charles Bagot.  
25 August 1842.

(No. 234.)  
COPY of a DESPATCH from Lord Stanley to Governor the Right hon. Sir Charles Bagot, G.C.B.

Sir,  
Downing-street, 25 August 1842.  
I HAVE received your despatch, No. 164, of the 28th July, pointing out the inconvenience which attends the practice of regulating the number of emigrants on board passenger ships by the tonnage and superficial measurement of the vessels, and suggesting that the number of passengers should be calculated by measurement only.  
I fully agree with you in opinion that it would be desirable to dispense with one or other of the limitations imposed by law on the number of emigrants embarked. The point, however, was carefully and minutely inquired into when the new Passengers' Act was in progress; and, in consequence of the different construction of shipping, it was found necessary to retain both checks.  
In conformity with your suggestion, the emigrant agents at the outports of the United Kingdom have been instructed to pay attention to the superficial measurement, as well as to the tonnage of vessels inspected by them; and attention has been drawn to the subject in a notice which has been published for the information of the trade on the approaching operation of the new law.  
I have, &c.  
(signed) Stanley.

— No. 17. —

No. 17.  
Colonial Land and  
Emigration Com-  
missioners to James  
Stephen, Esq.  
23 August 1842.

COPY of a LETTER from the Colonial Land and Emigration Commissioners to James Stephen, Esq.

Sir,  
Colonial Land and Emigration Office,  
9, Park-street, Westminster, 23 August 1842.  
WE have the honour to acknowledge the receipt of your letter of the 20th instant, enclosing a despatch from the Governor-general of Canada, dated 28th July 1842, respecting the cases of infraction of the Passengers' Act, brought under the notice of Lord Stanley in our letter of the 7th of May last.  
The subject to which Sir Charles Bagot's despatch principally relates, is the double check of tonnage and space imposed by the Passengers' Act upon the number of emigrants embarked. We quite agree with the remark which is justly made by Sir Charles Bagot, that it would have been desirable, if possible, to dispense with one or other of these limitations, but we have the honour to report, that this point was carefully and minutely inquired into when the new Passengers' Act was in course of being framed, and that for reasons connected with the construction of shipping, it was found necessary to keep up both checks. We have addressed a circular instruction, as suggested by the Governor, to the officers at the out-ports, desiring them to pay attention to the superficial measurement, as well as the tonnage of vessels; and we have drawn attention to the subject, in a notice which we have published for the information of the trade, on the approaching operation of the New Passengers' Act.  
We have, &c.  
(signed) T. Frederick Elliot.  
John George Shaw Lefevre.

## CORRESPONDENCE RELATIVE TO EMIGRATION.

31

— No. 18. —

(No. 166.)

COPY of a DESPATCH from Governor the Right hon. Sir Charles Bagot, G.C.B.  
to Lord Stanley.

CANADA.

No. 18.

Despatch from  
Sir Charles Bagot  
to Lord Stanley.  
8 August 1842.

28 July 1842.

My Lord,

Government House, Montreal,  
8 August 1842.

WITH reference to my despatch to your Lordship of the 28th ultimo, No. 164, I have the honour to transmit herewith the copy of a letter from the emigrant agent, accompanied by a list of vessels which had infringed the Passengers' Act by carrying more passengers than are allowed in proportion to their superficial measurement. These vessels, which were within the law as regarded their tonnage, had left Quebec before the attention of the emigrant agent was called by your Lordship's despatch of the 3d June, to the necessity of calculating their passengers with reference to their superficial measurement as well as their tonnage, and it is accordingly impossible now to take any proceedings against them in the provincial court. But if your Lordship is of opinion that under the circumstances of the case it would be right to take proceedings against them in England, the emigrant agent will obtain any further evidence, should it be required, which may be pointed out to him.

I have, &c.  
(signed) Charles Bagot.

Enclosure in No. 18.

Sir,

Emigrant Office, Quebec, 28 July 1842.

Encl. in No. 18.

I HAVE the honour to transmit herewith a list of 15 vessels who have infringed the second clause of the Imperial Passenger Act in carrying an excess of persons over the number allowed by law according to the superficial contents of the lower deck or platform of the vessel.

These vessels had all sailed on their return voyage previous to my being aware of their having infringed the law.

A return of those vessels which have sailed from ports in the United Kingdom at which Government agents are stationed, I have forwarded to them, in order that they may take the necessary steps to recover the penalty, against the bonds given by the masters previous to sailing.

As I am not aware of the nature of the evidence which may be required to convict these parties in the United Kingdom, I have not deemed it necessary at present to do more than report the circumstance to you, in order that I may receive his Excellency's commands on the subject.

T. W. C. Murdoch, Esq.  
Chief Secretary,  
&c. &c. &c.

I have, &c.  
(signed) A. C. Buchanan,  
Chief Agent.

LIST of VESSELS with PASSENGERS from the United Kingdom, which have infringed the Second Clause of the Imperial Act Will. 4, c. 53.

Date of Arrival.	Rig.	Where belonging.	Tons.	Number of Passengers.	Number of Adults.	Superficial Measurement.	Number of Adults allowed by Law.	Excess.	Two per Cent. off.
May - 23	Barque	Cork -	286	191	157 $\frac{2}{6}$	1,240	124	33	29
" - 30	—	Quebec -	288	188	165 $\frac{3}{6}$	1,035	103 $\frac{1}{2}$	62	58
" - 30	—	Sligo -	290	199	164 $\frac{3}{6}$	1,307	130 $\frac{1}{2}$	33	29
" - 30	—	Hull -	429	292	213 $\frac{5}{6}$	1,931	193	20	14
June - 3	—	Glasgow -	533	389	193 $\frac{5}{6}$	2,385	238 $\frac{1}{2}$	55	47
" - 6	—	Tralee -	423	248	217 $\frac{5}{6}$	1,632	163	54	49
" - 7	—	Belfast -	417	308	234	1,697	169 $\frac{1}{2}$	64	58
" - 20	Brig -	Newcastle -	338	232	177 $\frac{3}{6}$	1,344	134	43	38
" - 21	—	Newcastle -	531	250	202 $\frac{3}{6}$	1,741	174	28	33
" - 21	—	Aberdeen -	261	185	148	1,281	128	20	16
" - 22	—	Dumfries -	255	185	141 $\frac{3}{6}$	1,161	116	25	21
" - 22	—	Sunderland -	242	166	135 $\frac{1}{6}$	1,207	120	14	11
" - 23	—	Newcastle -	274	186	158 $\frac{5}{6}$	1,198	119	39	35
" - 28	—	Liverpool -	323	223	179 $\frac{1}{6}$	1,600	160	19	15

Emigrant Department, Quebec, }  
28 July 1842.

A. C. Buchanan,  
Chief Agent.



CANADA.

— No. 19. —

(No. 172.)

No. 19.

COPY of a DESPATCH from Governor the Right honourable Sir Charles Bagot, G. C. B. to Lord Stanley.

Government House, Montreal,  
13 August 1842.

Emigrant Returns,  
No. 8, 9, and 10.  
Return of Sick,  
9 July.  
16 —  
23 —  
30 —

My Lord,  
I HAVE the honour to transmit to your Lordship herewith the returns of emigrants arrived at the port of Quebec, and the reports of the medical superintendent at Grosse Isle, which I have received since my despatch of the 12th July last, No. 151.

I have, &c.  
(signed) Charles Bagot.

(No. 8)—WEEKLY RETURN of EMIGRANTS arrived at the Ports of *Quebec* and *Montreal*, from the 3d day of July to the 9th day of July 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842:										
July - 3	Brigalla -	C. Hale -	Falmouth -	13	8	16	37	-- farmers, mechanics, and labourers	-	37
" 3	Don -	T. Muir -	Liverpool -	111	71	66	248		-	248 <sup>(1)</sup>
" 3	Caledonia -	T. Livingford -	Liverpool -	188	153	107	448		-	448
" 3	Susannah -	J. Hippell -	London -	5	4	6	15	farmers -	-	15 <sup>(b)</sup>
" 4	Harriott -	P. Atkinson -	Tralee -	47	44	29	120	labourers and trades -	-	120 <sup>(c)</sup>
" 5	Robert Bruce -	D. Morgan -	Bristol -	14	8	13	35	-	-	35
" 5	Charlotte -	Andrews -	Londonderry -	108	102	82	292	-	-	292
" 5	Jesse -	J. Horn -	Liverpool -	55	17	32	104	-	-	104
" 5	Ocean Queen -	W. Wilson -	Londonderry -	120	80	103	303	- farmers, labourers, and mechanics	-	303 <sup>(d)</sup>
" 5	Jane Melvaine -	M'Gill -	Londonderry -	70	71	59	210	-	-	210
" 5	London -	Atkinson -	Dublin -	52	57	79	188	-	-	188
" 5	Prudence -	Bridgen -	Belfast -	72	56	80	208	-	-	208
" 5	Traveller -	J. Ray -	Dublin -	45	34	45	124	farmers and labourers	51	73 <sup>(e)</sup>
" 5	Maria -	Evens -	Limerick -	62	47	59	168	-	-	168
" 5	Warrior -	Robertson -	Westport -	71	54	59	184	- mechanics, labourers, and servants	-	184 <sup>(f)</sup>
" 5	Lord Seaton -	W. Talbott -	Sligo -	107	105	107	319	-	-	319
" 5	Saphiras -	R. Brown -	Stockton -	40	19	35	94	-	-	94
" 5	Sapphire -	W. Hart -	Limerick -	80	44	57	181	labourers and farmers	43	138 <sup>(g)</sup>
" 5	Batchelor -	J. Morwick -	Cork -	95	68	77	240	-	-	240
" 5	Dromhair -	Pk. Pyne -	Sligo -	87	91	84	262	- farmers, mechanics, labourers, and a few servants	48	262 <sup>(h)</sup>
" 5	Arcturus -	D. Hill -	London -	18	11	31	60	-	-	12
" 5	Superior -	D. Manson -	Thurso -	72	19	48	139	-	-	139
" 5	Ann -	T. O'Brien -	Donegal -	41	43	20	104	- labourers, a few servants, and farmers	-	104
" 5	Sherbrooke -	A. Gray -	Liverpool -	70	69	63	202	-	-	202
" 6	Ann -	J. Cossman -	Plymouth -	37	23	33	93	-	-	93 <sup>(i)</sup>
" 6	Victoria -	M'Mahon -	Liverpool -	171	144	152	467	-	-	467
" 6	Wexford -	J. Slatterly -	-- Glasgow and Greenock.	68	46	86	200	- labourers, trades, and farmers.	130	70 <sup>(k)</sup>
" 6	Silvanus -	J. Ocack -	Falmouth -	59	32	42	133	- agricultural and common labourers -	-	133 <sup>(l)</sup>
" 6	Britannia -	J. Blackallan -	Westport -	148	138	110	396	labourers and farmers	158	306 <sup>(m)</sup>
" 6	Independence -	M'Cappin -	Belfast -	185	155	158	498	-	-	65 <sup>(n)</sup>
" 6	Hector -	Patton -	Belfast -	17	26	22	65	- farmers and labourers	-	133 <sup>(o)</sup>
" 6	John White -	J. Moddrel -	Limerick -	43	36	54	133	-	-	145 <sup>(p)</sup>
" 6	Mahaica -	W. Lump -	Glasgow -	69	41	35	145	-	-	68 <sup>(q)</sup>
" 7	Meter -	D. Brown -	Hull -	37	9	22	68	-	-	192 <sup>(r)</sup>
" 7	Lively -	J. Coamtes -	Galway -	94	62	36	192	- farm labourers, mechanics, servants, and common labourers -	-	129 <sup>(s)</sup>
" 7	Harmony -	J. Meyler -	Waterford -	46	43	40	129	-	-	176
" 8	Bruce -	T. Douglass -	New Porte P. -	70	56	50	176	-	-	75 <sup>(t)</sup>
" 8	James and Mary Sinnott.	P. Connor -	London -	42	17	16	75	-	-	85
" 9	Hope -	C. Boyes -	Limerick -	45	43	44	132	-	47	85
				2,774	2,146	2,267	7,187			
									477	6,710

REMARKS:

- (<sup>a</sup>) Proceeded to Blenheim, Brantford, Toronto, and other parts of Upper Canada.  
(<sup>b</sup>) Proceeded in the vessel direct to Montreal.  
(<sup>c</sup>) Several went to the United States, and the remainder to Bytown and Kingston.  
(<sup>d</sup>) Part went to Kingston and Toronto, some to Caledon and St. Catherine's; others have no particular place in view, having no friends before them, and several of whom went to the Eastern Townships.  
(<sup>e</sup>) Went to Kingston and various parts of Canada West.  
(<sup>f</sup>) Some went to Belleville, others to Kingston and Toronto, and a part proceeded to the United States.  
(<sup>g</sup>) All went to Canada West.  
(<sup>h</sup>) Went to Bytown, Cobourg, Toronto, and Port Hope; 48 sent out by the Poor Law Commissioners.  
(<sup>i</sup>) All proceeded to Kingston, Bytown, Toronto, and Brockville.  
(<sup>j</sup>) Went direct to Montreal in the vessel; the 130 were members of the Glasgow Emigration Society.  
(<sup>k</sup>) Several went to the State of Illinois, some went to the Gosford Road many to the Eastern Townships, and the residue to Upper Canada.  
(<sup>l</sup>) Went to different sections of Canada West.  
(<sup>m</sup>) Some remain in Quebec and Montreal, the remainder went to the Eastern Townships and Kingston.  
(<sup>n</sup>) Proceeded in the vessel direct to Montreal.  
(<sup>o</sup>) All went to Canada West.  
(<sup>p</sup>) Many of these went to the United States, the remainder to Bytown and Kingston.  
(<sup>q</sup>) Went to Toronto and Hamilton, and a few to New York.  
(<sup>r</sup>) All proceeded to Canada West; eight families in the "Hope" sent out by Colonel Wyndham.

CORRESPONDENCE RELATIVE TO EMIGRATION.

33

	Cabin.	Steerage.
From ENGLAND - - - - -	1	2,218
-- IRELAND - - - - -	2	4,624
-- SCOTLAND - - - - -	6	345
	9	7,187
Previously reported - - - - -	384	27,848
	393	35,035
To same period last year - - - - -		20,589
Increase in favour of 1842 - - - - -		14,446

*Note.*—Over 7,000 emigrants landed at this port during the past week, 5,000 of whom arrived during the 5th and 6th inst., and all extremely healthy. By a report received from Dr. Douglas, the medical superintendent at Grosse Isle, it appears he only had occasion to send four cases out of the whole number to hospital, a circumstance unprecedented. Their healthy state may in a great measure be attributed to the extremely fine passages most of the vessels have made. The average of the week is less than 40 days, and the “Sherbrooke,” “Jessie,” and “Victoria,” from Liverpool, and “Robert Bruce,” from Bristol, came over in from 26 to 30 days, without a single day of rough weather. They consist of farmers, labourers, mechanics, and servants, very many of whom have brought out a good deal of property, and are, with few exceptions, proceeding to settle in Canada West. I should estimate this number at two-thirds; the remainder are very poor, and many without the means sufficient to take them to their friends, or to where they will meet with employment.

Those who arrived here in the most distress were 35 families, 158 persons in the ship “Independence,” from Belfast; and 22 families, 130 persons, in the “Wexford,” from Glasgow. These families had formed themselves into societies, and collected subscriptions, which barely enabled them to procure a passage and provisions for the voyage, and arrived here destitute of both money and provisions. I forwarded them up the country, there being no employment available for them in this district. The other emigrants who received assistance to emigrate were from Dublin and Limerick, 141 in number; they all received a sum of money on landing here, to enable them to proceed to their friends, and were also well supplied during the voyage. Those from Limerick are mostly Colonel Wyndham’s tenantry; they are proceeding to their friends in the Newcastle district. Ten families, 48 in number, in the Arcturus, are paupers, sent out by their parishes, under the superintendence of the Poor Law Commissioners; they all received sufficient means to carry them to their destination.

A case of gross infringement of the Imperial Passenger Act occurred this week, the — Captain — from — with — passengers. About 130 of these people state that they had engaged their passage with Mr. — in this vessel, to proceed to St. John’s, New Brunswick, but, contrary to their agreement, they were brought to this port. I immediately took proceedings against Captain — to oblige him to fulfil the contract between these people and Mr. —, which he, to avoid prosecution, immediately complied with, and furnished those who were desirous of proceeding to St. John’s with a conveyance, there being fortunately a schooner about to sail for that port. A report of the particulars of this case, with the affidavits of the passengers, I forward separate. It is but justice to the master to state, that he appears in no way to blame, having only joined the vessel a few days previous to her sailing, and he used every exertion to remedy the evil on arrival here. I have also had occasion to place information in the hands of the Crown officer to prosecute the following vessels for the infringement of the Imperial Act, in not having sufficient superficial space for the accommodation of their passengers; viz. the — from —, — from —, — and — from —, — from —, and the — from —. The — from —, the — and — from — were fined by the collector of customs for an excess of passengers over the tonnage. These vessels have each paid the penalty.

There are still, I regret to say, a good many hands unemployed at the different agencies throughout the province; but as the harvest is now approaching, I anticipate but little difficulty in being able to dispose of them all to advantage. Mr. Hawke reports that the crops look most promising, and that throughout Canada West, there is every appearance of a beautiful harvest; this, in connexion with the large additional number of hands which will shortly be required on the St. Lawrence improvements in this section of the province, will more than absorb those at present seeking employment, and also furnish for those who may arrive.

Emigrant Department, Quebec, }  
11 July 1842.

A. C. Buchanan, Chief Agent.



(No. 9.)—WEEKLY RETURN of EMIGRANTS arrived at the Ports of *Quebec* and *Montreal*, from the 10th day of July to the 23d day of July 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842:										
July - 10	Eliza - -	W. Ranklin -	Glasgow - -	2	1	3	6	mechanics and farmers	- -	6 <sup>(a)</sup>
" 15	Amazon - -	J. Picket -	Hull - -	18	11	32	61		- -	61 <sup>(a)</sup>
" 17	Exile - -	J. Fordyce -	Belfast - -	69	62	46	177	farmers and labourers -	- -	177 <sup>(b)</sup>
" 17	Joseph Green -	J. Volum - -	Thurso - -	100	60	79	239	farmers and trades -	- -	239 <sup>(c)</sup>
" 20	Truant - -	E. Lewis - -	Sligo - -	36	46	21	103	farmers and labourers -	- -	103 <sup>(d)</sup>
" 22	Consbrooke - -	J. Pollock -	Liverpool -	35	31	37	103	mechanics and labourers	- -	103 <sup>(e)</sup>
" 22	Baltic - -	W. Cawdrie -	Yarmouth -	13	4	7	24	labourers - -	- -	24 <sup>(e)</sup>
" 22	Defiance - -	J. Robertson -	Miramichi -	43	34	31	108	labourers - -	- -	108 <sup>(f)</sup>
				316	249	256	821		- -	821

REMARKS.

- (a) The chief part are going to the State of Ohio; one family are proceeding to Hamilton, and the remainder to Toronto.
- (b) One family going to relations in the United States, and the remainder are going to Bytown, Kingston, and Toronto.
- (c) All proceeding to Canada West; many are to remain in the vicinity of Toronto.
- (d) Proceeding to settle in Canada West; principally to Kingston and Toronto.
- (e) All went to Canada West.
- (f) Ten of these were persons who have arrived from Ireland last spring, and the remainder are residents who came up here to better their condition.

	Cabin.	Steerage.
From ENGLAND - - - - -	- -	188
— IRELAND - - - - -	- -	280
— SCOTLAND - - - - -	5	245
— LOWER PORTS - - - - -	- -	108
	5	821
Previously reported - - - - -	393	35,035
	398	35,856
To same period last year - - - - -	- -	22,586
Increase in favour of 1842 - - - - -	- -	13,270

*Note.*—The emigrants arrived during the past week all landed in good health; they consist of mechanics, farmers, and a few labourers, and are generally in good circumstances.

The passengers per the "Amazon," from Hull, consist of eight families, and a few young men, chiefly mechanics; the greater part of them intend proceeding to join their friends settled in the State of Ohio, and all appear to possess good means; two families (farmers) are proceeding to settle in the neighbourhood of Toronto. One hundred and seventy-seven passengers in the "Exile," from Belfast, are a respectable-looking people, chiefly farmers; a considerable number of them have their friends in the western section of the province. The — had an excess of 18 passengers over her complement, according to the superficial measurement of her passenger deck; and I have taken the necessary proceedings against the master to enforce the penalty. The —, from —, with 239 passengers, landed in good health; this vessel also had an excess of 26  $\frac{3}{4}$  passengers over her complement, according to measurement, particulars of which I have placed in the hands of the Crown officer for prosecution. These people are, with the exception of a few families, all in good circumstances and able to pay their way to their destinations, which is to the Bathurst, Home, and Gore districts. One hundred and three passengers in the brig — from —, are a healthy set of people, and consist of farmers and labourers, many of whom have friends in the western part of the province. This vessel was ascertained, on checking her list of passengers, to have an excess of 10  $\frac{3}{4}$  adults over her complement, according to tonnage, for which excess the master was fined in the penalty of 20 *l.* sterling, although, according to the extent of her superficial space, she might have carried from 12 to 14 passengers more. Passengers by the "Consbrooke," from Liverpool, and "Baltic," from Yarmouth, are chiefly farmers and labourers. Some respectable families in the former vessel are proceeding to settle in the Eastern Townships. I am happy to report that during the past month I have succeeded in directing a very considerable number of families to that section of the province; and by the reports I have since received, they have all succeeded in getting employment, with the exception of some few young men, who were dissatisfied with the wages offered, viz. 2*s.* per day, with board. The following extract of a report received from A. B. Hawke, Esq. chief agent for Canada West, dated the 20th instant, conveys most gratifying intelligence of the increased demand for labourers; and that the number of the unemployed, which I have had occasion to allude to in my former reports, are rapidly decreasing: "The accounts which I have received from Cobourg, Toronto, and Hamilton since I wrote you last, state that the near approach of harvest has increased the demand for labour, and that the number of unemployed persons was rapidly diminishing; but few emigrants, so far, have obtained employment on the public works. When we consider how few canal labourers settle and become good farmers, it is a subject of congratulation that so many have found employment in the rural districts, and unless we have a very extensive emigration late this fall, there is every prospect that all the emigrants will be comfortably settled before the winter sets in."

In the schooner "Defiance," from Miramichi, was 108 passengers, 10 of whom landed there this season; the others are old residents, chiefly farmers and labourers; employment being very scarce they have come on here seeking it; the greater part intend proceeding up the country.

Emigrant Department, Quebec, }  
25 July 1842.

A. C. Buchanan,  
Chief Agent.

## CORRESPONDENCE RELATIVE TO EMIGRATION.

35

(No. 10).—WEEKLY RETURN OF EMIGRANTS arrived at the Ports of *Quebec* and *Montreal*, from the 24th day of July to the 6th day of August 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842 :										
July 24	Troubadour -	J. M'Dowell -	Glasgow -	84	60	80	224	farmers and labourers -	-	224 (a)
" 24	St. Andrew -	J. Leith -	Stornaway -	34	36	63	133	labourers -	-	133 (b)
" 24	Margaret Balfour	J. Baird -	Belfast -	32	21	17	70	- - farmers, labourers, and mechanics.	-	70 (c)
" 30	Port Glasgow -	J. Blandford -	Pool -	9	2	2	13	} farmers and labourers, and a few trades - {	-	13
" 31	Mary -	J. Kelso -	London -	13	4	15	32		12	20 } (d)
August 2	Anna Maria -	J. Roberts -	Limerick -	28	23	23	74	} farmers, labourers, and trades - - - {	-	74
" 2	Mary -	C. Turner -	Gaspe -	6	-	-	6		-	6 } (e)
" 2	St. George -	J. Poole -	Halifax -	2	3	8	13	} farmers, labourers, and mechanics - - {	-	13
" 3	Pactolus -	T. Lloyd -	Glasgow -	60	36	86	182		51	131 } (f)
				268	185	294	747		63	684

## REMARKS :

- (a) Intend settling in Canada West ; proceeded to Montreal in the vessel.  
 (b) All proceeded to the Eastern townships.  
 (c) Went to Kingston and Toronto.  
 (d) One family went to New Ireland, in Canada East ; the remainder proceeded to the Upper Province  
 (e) Went to Bytown and Kingston, and a few to the United States.  
 (f) Went to Montreal in the vessel (Pactolus), on the route to Kingston and Toronto ; one family going to join relations in Guelph.

	Cabin.	Steerage.
From ENGLAND - - - - -	-	45
— IRELAND - - - - -	-	144
— SCOTLAND - - - - -	2	539
— LOWER PORTS - - - - -	-	19
	2	747
Previously reported - - - - -	398	35,856
	400	36,603
To same period last year - - - - -	-	23,614
Increase in favour of 1842 - - - - -	-	12,989

Note.—The emigrants arrived at this port since the 24th ult. consist chiefly of farmers and labourers, and all landed in good health.

In the "Troubadour," from Glasgow, were 224 passengers, consisting of farmers and mechanics, many of whom are in good circumstances ; they are all proceeding to the western section of the province to settle, where many of them have friends ; they proceeded to Montreal in the vessel. One hundred and thirty-three passengers in the "St. Andrew," from Stornaway, are principally labourers, and a few farmers, and all very poor ; they intend settling in the Eastern Townships, in Bury and Linwick ; their means being very limited, I was under the necessity of assisting them with a conveyance, for the women and children, as far as Sherbrooke.

In the "Margaret Balfour," from Belfast, were some very respectable emigrants, with good means ; they all went to the western section of the province for settlement and employment. Two families, 12 in number, in the "Mary," from London, are proceeding to their relations at Guelph ; they were assisted to emigrate by their parish. The other emigrants by this vessel appear in comfortable circumstances, and have all proceeded up the country, some for employment and others to join their friends. Seventy-four passengers in the brig "Anna Maria," from Limerick, consist of farmers and labourers ; five families are proceeding to their friends at Bytown ; the remainder are going to their friends in the United States ; they all appear able to pay their own way.

In the "Pactolus," from Glasgow, were nine families, 51 souls, who have been aided to emigrate by public and private contributions ; they landed here very poor. Two families who have relations in the province, one at Guelph, the other near Montreal, were forwarded to them ; the others were sent in to the country settlement for employment. This vessel proceeded direct to Montreal ; the remainder of her passengers were all in good circumstances, and all intend settling in Canada West.

The demand for labourers throughout the country settlements has considerably increased ; and I received a letter from one gentleman in the Eastern Townships a few days since, requesting me to forward him from 20 to 30 hands, to whom he will give steady employment until the winter, at 2 s. 6 d. per day. I find great difficulty in inducing any of those seeking employment to avail themselves of this offer ; if they have the means of proceeding up the country, nothing will induce them to remain in this section of the province.

Emigrant Department, Quebec, }  
8 August 1842.

A. C. Buchanan, Chief Agent.



No. 20.  
Governor the  
Right hon.  
Sir Charles Bagot  
to Lord Stanley,  
13 Sept. 1842.

(No. 189.)  
COPY of a DESPATCH from Governor the Right hon. Sir Charles Bagot, G.C.B.  
to Lord Stanley.

Government House, Kingston,  
13 September 1842.

11. 12. 13.

My Lord,  
I HAVE the honour to transmit to your Lordship herewith the weekly returns  
furnished by the emigrant agent at Quebec and the medical superintendent at  
Grosse Isle, which have been received since my despatch of the 13th ultimo,  
No. 172.

I have, &c.  
(signed) Charles Bagot.

(No. 11.)—WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 6th day of August to the  
13th day of August 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842: Aug. - 7	Spring Hill -	W. Wilson -	Donegal -	85	61	79	225	-- farmers, labourers, mechanics, and servants.	- -	225 (a)
" 7	Unity -	R. Smith -	- Paspebiac, Gulf of St. Lawrence.	5	3	4	12	- - - - -	- -	12
" 9	Royal Bride -	G. Welch -	Dundee -	28	19	31	78	-- farmers, mechanics, and a few labourers.	- -	78 (b)
" 10	Wm. Glen An- derson.	J. Gellees -	Aberdeen -	73	38	41	152	-- farmers, labourers, mechanics and servants.	- -	152 (c)
" 10	Nelson Village -	G. Barclay -	Belfast -	74	62	62	198	-- mostly labourers; a few farmers and trades.	- -	198 (d)
" 10	Huron -	A. Sibbison -	Liverpool -	66	29	59	154	-- farmers, labourers, mechanics and servants.	- -	154 (e)
" 11	Barelli -	F. Flaherty -	Waterford -	6	2	-	8	farmers and trades -	- -	8
" 12	St. Laurent -	D. Berner -	Gaspé -	3	-	-	3	dealers - - -	- -	3 (f)
" 12	Henry Volant -	H. M'Ewing -	Ballyshannon -	15	10	9	34	mostly labourers -	- -	34 (g)
				355	224	285	864			

REMARKS:

- (a) Proceeding to Kingston, Toronto, Hamilton, Goderich, and Guelph, to join their friends.  
(b) Two families went to Goderich, the remainder to Bytown, Kingston, and Toronto.  
(c) Proceeding to the neighbourhood of Bytown, Kingston, and Toronto, to join their relations.  
(d) The greater part of these people are proceeding to different sections of Canada West.  
(e) Proceeded to Canada West; a few were forwarded to the Gosford road for employment, and three families to the E. townships.  
(f) Remain in Quebec.  
(g) Proceeded to Kingston and Toronto.

							Cabin.	Steerage.
From ENGLAND	-	-	-	-	-	-	-	154
— IRELAND	-	-	-	-	-	-	-	465
— SCOTLAND	-	-	-	-	-	-	-	230
— LOWER PORTS	-	-	-	-	-	-	9	15
							9	864
Previously reported	-	-	-	-	-	-	400	36,603
							409	37,467
To the same period last year	-	-	-	-	-	-	-	24,187
Increase in favour of 1842	-	-	-	-	-	-	-	13,280

Note.—The emigrants of the past week landed in good health, but a large proportion of them very poor, and requiring assistance to enable them to reach their friends; they are, with few exceptions, proceeding to different sections of Canada West, to join their friends and relations, who have been for some years residents in the province.

A number of passengers per —, from —, are very poor; and I was under the necessity of assisting them with a free passage up the country to enable them to proceed to their friends. The greater part of these people were on board the vessel over 12 weeks, as owing to a report of the vessel being unseaworthy, the Government agent at — would not permit her to proceed to sea until a proper survey was held, and she was reported fit for the voyage. Passengers by the "Royal Bride," from Dundee, are respectable farmers, and all have friends and relations settled in the province; they all appear to possess means. One hundred and ninety-eight passengers in the "Nelson Village," from Belfast, are also, with few exceptions, proceeding to Canada West to join their relations; they are mostly agricultural labourers, a number of whom possess money; a few young men, whose means are limited, proceeded to the Gosford Road for employment. The passengers per "Huron," from Liverpool, and "Henry Volant," from Ballyshannon, are labourers, and a few trades and servants; the greater part are proceeding up the country to their friends, and others I have directed to the Gosford Road for employment. Three families have gone to the Eastern Townships. There are but few emigrants about this city or Montreal out of employment at present. Several hundred hands are at present employed on the Beauharnois Canal, at 3 s. per day.

Emigrant Department, Quebec, }  
15 August 1842.

A. C. Buchanan, Chief Agent.

(No. 12).—WEEKLY RETURN of EMIGRANTS arrived at the Ports of *Quebec* and *Montreal*, from the 13th day of August to the 20th day of August 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 years.	TOTAL.			
1842 : August 15	Macoa - -	H. Milligan -	Londonderry -	109	89	84	282	- - farmers' labourers, mechanics, and servants.	- -	282 (*)
" 15	John and Robert	M'Kechney -	Liverpool -	58	37	57	152	- - trades, farmers, and labourers.	- -	152 (b)
" 16	Alice - -	S. Rees - -	Glasgow - -	38	27	42	107	farmers - - -	- -	107 (c)
" 18	St. Lawrence -	R. Burnett -	Cork - -	9	15	14	38	labourers and farmers -	- -	38 (d)
" 18	Sir Wm. Wallace	R. Anderson -	Aberdeen -	29	25	24	78	farmers - - -	- -	78 (e)
" 18	Julia Margaret -	H. Laundry -	Miramichi -	10	8	4	22	labourers - - -	- -	22
" 18	Moscow - -	R. Coulson -	- ditto - -	5	3	5	13	- ditto - - -	- -	13 (f)
				258	204	230	692	- - - - -	- -	692

REMARKS :

- (\*) All proceeding to different sections of Canada West to join their friends.
- (b) Proceeding to the London, Gore, Home, and Midland districts ; a few to the Gosford Road.
- (c) A few families going to their friends in the Bathurst district ; chief part to the Huron tract and London district.
- (d) Going to friends in the vicinity of Bytown.
- (e) A few families to the United States ; the remainder are going to the Home and Gore districts.
- (f) Emigrants who arrived this season at Miramichi, but not meeting with any employment, have come on here in hopes of bettering their condition ; three families have proceeded to the Eastern Townships for employment.

	Cabin.	Steerage.
From ENGLAND - - - - -	5	152
- IRELAND - - - - -	-	320
- SCOTLAND - - - - -	-	185
- LOWER PORTS - - - - -	-	35
	5	692
Previously reported - - - - -	409	37,467
	414	38,159
To corresponding period last year - - - - -	-	24,662
Increase in favour of 1842 - - - - -	-	13,497

*Note.*—The emigrants arrived during the past week consist of agricultural labourers, a few farmers, mechanics, and domestic servants, and nearly all appear to have their friends or relations settled in different sections of the province. They have landed generally in good health ; but owing to long and tedious passages, the average being over 57 days, very many families, whose funds were limited, were unable to proceed to their destination without assistance.

The passengers per the “Macoa,” 282, sailed from Londonderry on the 10th May, and after being a few days at sea were obliged to put into Belfast in distress, and were detained there until the 19th June. As these people were delayed at that port upwards of four weeks, attended with a good deal extra expense, the funds of many of the families were completely exhausted on arrival here, and I found it necessary to grant some assistance to enable them to reach their friends. The master, Mr. Milligan, was most kind and attentive to their wants during the voyage, and they all speak most favourably of his attention. They are all proceeding to Canada West.

One hundred and fifty-two passengers in the “John and Robert,” from Liverpool, had also a long passage of 50 days ; many of the families were short of provisions, and being obliged to purchase from the master, they landed here very poor. They also state that they were waiting a considerable time in Liverpool for a vessel. With few exceptions, they are proceeding to Upper Canada to their friends.

One hundred and seven passengers in the brig “Alice,” from Glasgow, and 78 in the “Sir William Wallace,” from Aberdeen, are all respectable farmers and agriculturists, and, with the exception of one or two families in the former vessel, appear in good circumstances, and are going to join their friends and relations in the Huron tract and London district. A few families are proceeding to the neighbourhood of Perth and Bytown, and up the Ottawa River. Six families, 38 in number, in the “St. Lawrence,” from Cork, are going to their friends in the Bathurst district ; they are all in good health, and appear well able to pay their way. There is a good demand for skilled labour among the farmers in this section of the province, and good hands have no difficulty in procuring employment. Common labourers find it much more difficult, and for steady employment are dependent on the public works. About 400 hands are at present employed on the Gosford Road, in this district, one-half of whom are emigrants of this season. Wages, 2*l.* per month and their board.



(No. 13.)—WEEKLY RETURN of EMIGRANTS arrivsd at the Ports of *Quebec* and *Montreal*, from the 20th day of August to the 27th day of August 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.	
				Male.	Female.	Children under 14 Years.	Total.				
1842; Aug. - 24	Gem - -	P. Robb - -	Leith - -	16	7	7	30	- - mechanics, two labourers, and one farmer.	- -	30 <sup>(a)</sup>	
„ 24	Mountaineer -	Stickney - -	Liverpool -	214	140	119	473	{ farmers, mechanics, and labourers. }	- -	473 <sup>(b)</sup>	
„ 24	John Bell - -	W. Black - -	New Ross -	10	4	6	20		- -	20 <sup>(b)</sup>	
„ 25	Euphrosyne -	Summison -	Bristol - -	25	13	31	69	{ labourers, farmers, and mechanics - - }	15	54 <sup>(c)</sup>	
„ 25	Reward - -	B. Frost - -	Hull - -	10	5	7	22		- -	22 <sup>(c)</sup>	
„ 26	Elizabeth - -	H. Wilson -	Sligo - -	26	29	10	65	labourers - - -	- -	65 <sup>(d)</sup>	
„ 26	Caledonia - -	B. Allan - -	Glasgow - -	31	20	35	86	{ farmers, labourers, and mechanics - - }	- -	86 <sup>(e)</sup>	
„ 27	Elephanta - -	D. Ross - -	Greenock -	46	35	42	123		- -	123 <sup>(e)</sup>	
„ 27	Edinburgh - -	E. Lawson -	Liverpool -	122	71	107	300	{ farmers, labourers, and mechanics - - }	- -	300 <sup>(f)</sup>	
„ 27	Borneo - -	P. O'Donnell -	Limerick -	40	45	50	135		- -	135 <sup>(f)</sup>	
„ 27	Blazer - -	J. Mechanel -	Arichat - -	2	-	-	2		- -	2 <sup>(f)</sup>	
„ 27	Lord Sandon -	Feneran - -	Cork - -	2	1	-	3		- -	3 <sup>(f)</sup>	
				544	370	414	1,328			15	1,313

REMARKS:

- (a) Went to Canada West for settlement; one family to join friends in Burford, London district.
- (b) A few will remain in Montreal to join relations, and the remainder proceed to Bytown, Kingston, Port Hope, Dundas, Buckingham, and Brockville.
- (c) Proceeding to St. Vincent, county of Simco, and other parts of Canada West.
- (d) Some went to Richmond, Midland district, others to Goderich in the Huron tract, and a part to Williamsburg, county Dundas.
- (e) Proceeding to join friends in the Bathurst and Johnson district. A few families intend remaining in Montreal and Kingston, where they have friends.
- (f) Proceeded to Beverly, Ramsey, township of Young, above Brockville, Toronto, and Adelaide; five families went to Prince Edward's Island, others to Troy, and the remainder to Montreal, Kingston, and Toronto.

	Cabin.	Steerage.
From ENGLAND - - - - -	6	864
— IRELAND - - - - -	3	223
— SCOTLAND - - - - -	17	239
— LOWER PORTS - - - - -	-	2
	26	1,328
Previously reported - - - - -	414	38,159
	440	39,487
To same period last year - - - - -	-	25,370
Increase in favour of 1842 - - - - -	-	14,117

*Note.*—A large portion of the emigrants arrived during the last week have suffered much from want of provisions and from sickness; the average length of their passage being over eight weeks.

The ship —, with 505 passengers, was 68 days on her voyage, and her passengers suffered very much from sickness, 30 deaths having occurred previous to her arrival at quarantine, and two more during her detention there, from the effects of small-pox and typhus fever. Many of the passengers were so much reduced from want of food that the medical officer was under the necessity of retaining a number in hospital for a few days to enable them to recover their strength. The stock of provisions of a great many became exhausted after being out about five to six weeks, and they were under the necessity of purchasing food from the master at most exorbitant rates. This, as well as many other complaints made by the passengers, are now undergoing legal investigation, which, when closed, will be duly reported. A large number of these people are proceeding to join their friends, chiefly in Canada West; there are a good many Scotch emigrants among them, who are in good circumstances, and who are going to their friends in the London and Western districts.

Sixty-nine passengers per the "Euphrosyne," from Bristol, are farmers and farm-labourers; two or three families have brought out a good deal of capital with them, and intend settling in the London district; this vessel was 69 days on her voyage, but they all appeared well supplied.

Passengers per the "Caledonia," 86 in number, from Glasgow, are respectable farmers and mechanics; they are all proceeding to join their friends in Canada West.

One hundred and twenty-three passengers in the "Elephanta," from Greenock, are, with the exception of a few families, in good circumstances; they had a long passage of 51 days, but were well supplied with provisions.

In the "Edinburgh," from Liverpool, were 300 passengers; this vessel was 54 days on her voyage, and many of the passengers were short of provisions; they however landed in good health; they consist of farmers' labourers and a large number of mechanics; the former are all proceeding to join their friends, and the latter in search of employment.

Passengers by the "Borneo," 135, from Limerick, and "John Bell," from New Ross, are chiefly labourers, coming out to join their friends; a number in the former vessel are going to the United States.

Emigrant Department, Quebec,  
29 August 1842.

A. C. Buchanan, Chief Agent.

## CORRESPONDENCE RELATIVE TO EMIGRATION.

39

CANADA.

— No. 21. —

(No. 259.)

COPY of a DESPATCH from Lord *Stanley* to Governor the Right honourable  
Sir *Charles Bagot*, G. C. B.

No. 21.  
Lord Stanley to  
Governor the  
Right hon. Sir  
Charles Bagot,  
27 October 1842.

Sir,

Downing-street, 27 October 1842.

HAVING referred to the Commissioners of Colonial Lands and Emigration your despatches, No. 166, 172, and 189, of the 8th and 13th of August, and 13th of September, enclosing the Returns for two weeks of emigrants who had arrived at Quebec down to the 27th August, together with a list of the vessels which to that period had infringed the Passengers' Act, by carrying an excess of passengers, I have the honour to transmit to you, for your information, a copy of the Report made to me by the Commissioners on the subject, and to acquaint you that the reasons which they have assigned for not instituting prosecutions in this country against the parties who have violated the law by carrying an excess of passengers appear to me to be conclusive.

Oct. 14.

I am, &c.  
(signed) *Stanley*.

Enclosure in No. 21.

Sir,

Colonial Land and Emigration Office,  
9, Park-street, Westminster, 14 October 1842.

Encl. in No. 21.

WE have the honour to acknowledge your letters of the 29th and 31st August, and 7th instant, the first transmitting to us a despatch from the Governor of Canada, dated the 8th of August, with a list of vessels which up to that period had infringed the Passengers' Act, by carrying an excess of passengers, the two latter forwarding the usual weekly returns which had been received from the emigration agent at Quebec.

The circumstances attending the greatly increased emigration of the present year had continued, upon the whole, to be satisfactory, and the emigrants appear with but little difficulty to have obtained employment, either at the public works or with private parties.

We have called for reports from the Government emigration agents upon all the cases of infringement of the law which have been brought under our notice by these returns, when the vessels have sailed from ports at which those officers are resident; and we have now the honour to report, that it does not appear to us desirable that any steps should be taken in this country for the punishment of the parties connected with the ships. The number of such cases mentioned by Mr. Buchanan in which vessels have brought a greater number of passengers than is allowed by the Act, is 14; and in nearly all of these, the excess has occurred in respect of the superficies of the deck; but we find, upon reference to the Government emigration agents, that the method of measurement adopted in the colony must differ from that which is in use in this country; and that in the opinion of those officers many of the vessels which are supposed to have infringed the Act in respect to the numbers they conveyed, are not justly liable to the charge. The doubt which is thus thrown upon the subject, it would be necessary, though difficult, and perhaps in some instances impossible, to remove, before any proceedings could be taken against the parties; and such a measure would then perhaps be considered severe, seeing that the numbers conveyed in the vessels had been sanctioned by the officers who are appointed to guard against the infringement of the Act. It is right to mention, moreover, that no inconvenience from overcrowding appears in any of these cases to have been suffered by the passengers, and that the evil of an excess of numbers will, as we hope, be more efficiently checked under the Act which has now come into operation. Any discrepancy, moreover, in the calculations of officers in this country and in the colony as to the numbers which any vessel is entitled to carry, will in future be obviated, inasmuch as by the 17th clause of the new Act, it is required that this fact shall be ascertained, and be noted down amongst other particulars in a list, which must receive the signature of the chief officer of the Customs before the vessel can be cleared; a duplicate of this list will be carried out by the master of the vessel, and be an authoritative guide to the immigration agent in the colony in all matters to which it relates.

We may mention, that among the cases before us there are two in which there would appear to have been an admitted excess of passengers; in one of them, however, assuming that the admeasurement of the deck in this country was correct, the number in excess is trifling, and was unattended with any evil during the voyage; it would scarcely seem expedient, therefore, in this case to risk a prosecution in this country, which would be dependent, after this lapse of time, upon evidence to be transmitted from the colony. In the other case to which we refer, the excess of numbers had been expressly allowed by the



## CANADA.

the Government emigration agent in this country before the vessel sailed, upon the ground that the parties connected with the vessel had been misled by the Custom-house officers as to the numbers which she could legally carry. It appears the passengers had come from a great distance, and being collected at the port, would have been left behind in a state of destitution if he had prevented their embarkation. We have instructed him never, in future, to exercise any such discretion, which is beyond the law; but it would at the same time, we conceive, be not right, under the circumstances, to institute proceedings against the parties belonging to the ship for the breach of the law.

We cannot, therefore, as we before had the honour to submit, recommend that any steps should be taken in this country in respect of those vessels which are stated to have infringed the Passengers' Act, and not to have been proceeded against in the colony.

We have, &c.

James Stephen, Esq.  
&c. &c. &c.

(signed) *T. Fred. Elliot.*  
*Edward E. Villiers.*

No. 22.  
Governor the  
Right hon.  
Sir Charles Bagot  
to Lord Stanley  
20 Sept. 1842.

— No. 22. —

(No. 191.)

COPY of a DESPATCH from Governor the Right hon. Sir Charles Bagot, C.C.B.  
to Lord Stanley.

Government House, Kingston,  
20 September 1842.

My Lord,

16 Sept. 1842.

I HAVE the honour to transmit to your Lordship a letter from Mr. Buchanan, the chief agent for emigration, transmitting the abstract quarterly return of immigrants arrived in this province to the 31st July; and I would call your Lordship's particular attention to that officer's observations, in reply to the fourth query annexed to the returns.

I have, &c.

(signed) *Charles Bagot.*

Encl. in No. 22.

Enclosure in No. 22.

Sir,

Emigrant Office, Quebec, 16 September 1842.

I HEREWITH have the honour to transmit, for the information of the Governor-general, the abstract quarterly return of immigrants arrived in this province to the 31st July; I have also added a copy of a return, received from Mr. Hawke, of the average prices of labour, provisions, and clothing, for Canada West, during the same period.

I have, &c.

R. W. Rawson, Esq.  
Chief Secretary, &c. &c. &c.

(signed) *A. C. Buchanan,*  
Chief Agent.

CORRESPONDENCE RELATIVE TO EMIGRATION.

(No. 1.)

ABSTRACT. QUARTERLY RETURN:—IMMIGRANTS.

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Qua- rantine.	Number of Births on Board or in Qua- rantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricul- tural Labourers.	Number of Domestic Servants.		Number of Mecha- nics and Trades- people.	Numbers for whom Cost of Passage defrayed by		Number employed on Government Works.	Number assisted out of Public Funds.	TOTAL Amount paid.	
					Male.	Female.		Male.	Fe- male.		Parochial Funds.	Private Funds.				
May - -	223	236	87	36,328	14,435	10,315	farmers, 3,090 labourers, 8,530	284	1,075	2,531	712	1,580	1,500	Adults. •	£. s. d. 7,578 14 4†	
June - -																
July - -																
											Quebec - - - 4,989					
											Port St. Francis - - - 841					
											Montreal - - - 9,662					
											Bytown - - - 1,970					
											Kingston - - - 5,945					
											Cobourg and Port Hope 4					
											Toronto - - - 1,941					
											Hamilton - - - 138					
TOTALS - -	223	236	87	36,328	14,435	10,315	11,620	284	1,075	2,531	712	1,580	1,500	25,490	7,578 14 4	

\* The numbers stated in this line are the totals at each agency assisted out of public funds with free passages and provisions.  
† This includes the total expenditure for the relief of destitute emigrants for Canada, East and West, according to the returns received from the different agencies.

31 July 1842.

A. C. Buchanan,  
Chief Immigration Agent for Canada.

(No. 2.)

QUARTERLY RETURN:—PRICES.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of *Quebec, Canada East*, in the Quarter ended 31st July 1842.

ARTICLES.	Quantity.	Average Prices (in Sterling).	ARTICLES.	Quantity.	Average Prices (in Sterling).
(N. B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony.)			£. s. d.		
Bread - - -	6 lb. loaf	- - 9	Men's stout shoes - -	per pair	- 7 6
Biscuit - - -	per cwt.	1 - -	Women's ditto - - -	- ditto	- 5 6
Fresh beef - -	- lb.	- - 3½	Men's cotton shirts - -	each	- 2 6
Salt ditto - - -	- ditto	- - 3	Men's flannel shirts - -	ditto	- 3 4
Pork - - -	- ditto	- - 3	Men's Guernsey frocks -	ditto	- 3 4
Veal - - -	- ditto	- - 4½	Cloth for coats and trowsers	per yard	- 4 7
Mutton - - -	- ditto	- - 4	Common blankets - -	- pair	- 12 6
Butter (salt) - -	- ditto	- - 8	Men and women's half hose	- ditto	- 1 -
Flour (fine) - -	- barrel	1 4 9	Flannel - - -	- yard	- 1 3
Ditto (2d quality)	- cwt.	- 14 6	Fustian jackets, ready made	each	- 7 6
Oatmeal - - -	- ditto	- 10 -	Ditto pantaloons, ditto -	ditto	- 5 6
Eggs - - -	- doz.	- - 7	Cotton for women's gowns	per yard	- - 7½
Tea - - -	- lb.	- 3 10	Common sheeting - -	- ditto	- - 6
Sugar (brown) - -	- ditto	- - 5	Men's winter stocking boots	- pair	- 15 -
Candles - - -	- ditto	- - 8	Coals - - -	- chaldron	1 7 -
Soap - - -	- ditto	- - 4	Firewood - - -	- cord	- 10 -
Rice - - -	- ditto	- - 3	Potatoes - - -	- bushel	- 1 -
Salt - - -	- bushel	- 1 8	Fowls - - -	- couple	- 1 8
Herrings - - -	- barrel	- 16 -	Pepper - - -	- lb.	- - 9
Dry cod fish - -	- cwt.	- 9 -	Coffee - - -	- ditto	- 1 3
			Cheese (American) - -	- ditto	- - 8
			Ditto (English) - - -	- ditto	- 1 2



CANADA.

(No. 3.)

QUARTERLY RETURN :—WAGES.

RETURN showing the Average Wages of Mechanics and others in *Quebec, Canada East*, for the Three Months ended 31 July 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.		£. s. d.	s. d.	s. d.
Bread and Biscuit Bakers -	3 5	- - -	- - -	3 8	3 2
Butchers - - - -	- - -	- - -	21 10 -	-	-
Brickmakers - - -	-	-	-	-	-
Bricklayers - - -	4 3	- - -	- - -	4 6	4 -
Blacksmiths - - -	3 4	- - -	- - -	3 8	3 -
Curriers - - - -	3 10	- - -	- - -	4 1	3 8
Carpenters and Joiners -	3 9	- - -	- - -	4 -	3 6
Cabinetmakers - - -	4 3	- - -	- - -	4 6	4 -
Coopers - - - -	3 9	- - -	- - -	4 -	3 6
Coppersmiths - - -	4 3	- - -	- - -	4 6	4 -
Carters - - - -	2 4	- - -	- - -	4 -	3 6
Cooks (women) - - -	- - -	- - -	13 10 -	£. 16 4 -	£. 10 16 -
Dairywomen - - -	- - -	- - -	9 9 -	10 16 -	8 2 -
Dressmakers and Milliners (sewing girls) -	-	6d.	-	-	-
Farm Labourers - - -	- - -	- - -	18 18 -	21 12 -	16 4 -
Gardeners - - - -	- - -	- - -	27 - -	31 10 -	22 10 -
Grooms - - - -	- - -	- - -	24 6 -	27 - -	21 12 -
Millwrights - - - -	3 7	- - -	- - -	4s. - d.	3s. 2 d.
Millers - - - -	4 3	- - -	- - -	4 6	4 -
Painters - - - -	4 -	- - -	- - -	4 6	3 6
Plasterers - - - -	4 1	- - -	- - -	4 6	3 8
Plumbers and Glaziers -	5 2	- - -	- - -	5 5	5 -
Quarrymen - - - -	2 7	- - -	- - -	2 9	2 6
Ropemakers - - - -	4 3	- - -	- - -	4 6	4 -
Sailmakers - - - -	4 3	- - -	- - -	4 6	4 -
Sawyers - - - -	2 6 per 1,000 feet	- - -	- - -	2 9	2 3
Shipwrights and Boatbuilders	3 3	- - -	- - -	3 6	3 -
Shoemakers (per pair) - -	3 10 ½ for shoes, and for boots	7s. 8 d.	- - -	4/1 to 3/8 & 8/7 to 6/9	-
Shinglers - - - -	4 3 per 1,000	- - -	- - -	4 6	4 -
Stonemasons - - - -	4 3	- - -	- - -	4 6	4 -
Tailors - - - -	5 3	- - -	- - -	5 6	5 -
Tanners - - - -	2 6	- - -	- - -	2 9	2 3
Tinsmiths - - - -	3 3	- - -	- - -	3 6	3 -
Wheelwrights - - - -	3 4	- - -	- - -	3 6	3 2
Whitesmiths - - - -	-	-	-	-	-

Note.—Tradesmen are not boarded with their employers; and the charge for boarding and lodging for mechanics is 12s. 6d. per week.

(No. 4.)

Answers to Queries.

1. WHAT funds have been placed at your disposal during the past quarter for the relief of immigrants?—A warrant for 3,000*l.* has been placed at my disposal during the past quarter, out of the proceeds of the immigrant tax, on account of the expenditure incurred at the different agencies throughout the province. The amount of tax received to this date amounts to 7,058*l.* 9*s.* 2*d.*
2. State the description of labour which is in request in the colony?—In the large towns of Quebec, Montreal, Kingston, and Toronto, almost every description of artisan can find employment in building. Stonemasons and dressers, bricklayers, plasterers, carpenters, joiners, painters and glaziers, are in demand very generally; and the rates of wages stated in the Abstract annexed, in reference to these classes of labourers, will show that they are very fairly remunerated. Quarrymen, bricklayers, sawyers, carters, and hodmen, are furnished with support from the same source. In the erection of grist and saw mills, carding, fulling, and dressing mills for the woollen manufacture, oil-mills, paper-mills, distilleries,

distilleries, breweries, and the requisite machinery and utensils, mechanics of the same classes are required, with the addition of millwrights working both in wood and metal. It is to be remarked, however, that the climate confines building of almost every description to the summer months of the year, the winter rate of wages for the carpenters, joiners, and others who can work within doors, are very considerably reduced, while the masons, bricklayers, &c. are totally without employment in their line. Shipbuilding, which has up to the present year been a profitable direction of industry, is now almost totally at a stand throughout the province; and the wages of the ship carpenters, caulkers, and riggers have fallen to a very low standard accordingly. The failure of this branch of industry is the more sensibly felt since the lessened demand for labour occurs in the winter months. The vessels formerly in Canada were to a great extent constructed in that inclement season, which puts a stop to other building operations; and the mechanics, who would otherwise have been idle, were maintained from this source in employment throughout the year. This relief being withdrawn, the difference between the seasons must be most sensibly felt by all the classes of carpenters, joiners, sawyers, and others who have hitherto enjoyed it. Cabinet-makers, upholsterers, coopers, carriage-makers, wheelwrights, cartwrights, engineers and mechanics, blacksmiths, whitesmiths, and tin-workers, copper-smiths, plumbers, turners, chandlers, soap-makers, brewers and malsters, tailors, boot and shoe makers, tanners and curriers, butchers and bakers, may generally, without difficulty, find employment in the large towns mentioned above. In their neighbourhood, market gardeners and gardeners' assistants are in demand, in addition to the farm servants required for the agricultural districts. In the smaller towns, such as Three Rivers, William Henry, Sherbrooke, Melbourne, Bytown, Brockville, Prescott, Cobourg, Niagara, Hamilton, and in numerous villages throughout the country, there is a demand for the mechanics required in building, as also for cabinet-makers, tailors, shoemakers, blacksmiths, carriage-builders, plough, and other implement makers.

It may be made a general remark, that the highest classes of mechanics in Canada, and perhaps any new country, are not those who find themselves remunerated the most liberally; and workmen in curious branches of trade, and almost all manufacturing artisans, fail to find employment at rates of wages even equal to those they have received in Great Britain.

For the country district it is chiefly agricultural labourers who are in demand; and it may be observed, that the comparatively high wages paid by the employer in Canada form strong inducements to him to make a careful selection of his servants. A large proportion of the immigration to Canada consists in men previously unaccustomed to agricultural labour, perhaps unfitted for the employment, and that while the active, able-bodied man, acquainted with the use of the plough, the scythe, and the sickle, is sought after, and at once offered high wages, those who have been employed in factories, or in districts whose practical agricultural remains unimproved, are avoided, and often left to distress. The agricultural labourer may in almost every part of the province find ready employment; good ploughmen are always in demand, equally with mowers, reapers, waggoners, and barnsmen. For the country are required also the common blacksmith, cartwright, implement-maker, wheelwright, with the carpenter and mason.

The public works of the province, at the present moment, demand a very large supply of labourers, and afford a resource to those of the immigrants whose previous employments have failed to suit them for the general wants of the country. The extension of the various canals, and the work of opening and forming the various roads in progress, can be executed by labourers of the commonest ability; and this employment, while it furnishes him at once with means of subsistence, tends in some degree to fit him for other situations of service, or to prepare him as a settler upon lands.

It may be here remarked, that contractors of public works will invariably give the preference to labourers who have been a few years in the country over the newly arrived immigrants; and among those employed on the public works in progress this season, a very small proportion are immigrants of this year, as owing to the stoppage of public works in the United States, labourers from all quarters of the Union have flocked to this province for employment, and contractors in all cases give them the preference. The number who have thus come in are variously estimated at from 4,000 to 5,000.

3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—The annual immigration to Canada is, from the circumstances under which it takes place, crowded into the comparatively short period comprehended in the latter half of the month of May, the months of June, July, and August. The number of arrivals at Quebec between the 9th May and 31st July having been 36,328, it may be supposed that the demand for labour has been fully satisfied. The introduction of so large a number of labourers and mechanics as are comprehended in this Return, must indeed have produced a glut in the labour market, even in a much more extensive and populous country than Canada. But although a reply to the third Query must be found to convey the impression that the last quarter's immigration has fully satisfied the demand for labour, I may take the opportunity to remark, that since the supply of labour from this source will be limited to the early summer season, while the demand for labour in agricultural, and to some extent for public works, will be extended through the entire year. There can be no doubt that the country will have absorbed and employed advantageously all the immigrants of the present year before it shall be called upon to receive those of the next.

4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?—In attempting a reply to the fourth



## CANADA.

Question of the series, I may take advantage of its very general tenor to notice the effects of the disposition so extensively existing throughout Great Britain to facilitate the emigration of the most distressed classes of the population. These effects cannot but prove discouraging, as well to the classes who are promised benefit by removal to Canada, or other countries, as to those whose means are employed in promoting this removal, until some system may have been established by which each emigrant on leaving his own country may be provided with such pecuniary or other sufficient aid as shall secure him from destitution at least, until he can reach his place of permanent establishment. It is true, that some instances of great liberality in landlords, parish authorities, and emigration associations may be referred to; but the means which I possess of ascertaining the particular situation, in regard to funds, of the immigrants on reaching this port, satisfy me that a very large proportion of the pauper families, whose emigration from Great Britain takes place either directly or indirectly through the assistance afforded them by their parishes in England, their landlords in Ireland, or by the working-class associations, assisted by charitable contributions, in Scotland, and who are supplied on their departure merely with the necessary stock of provisions, and a passage paid across the Atlantic, are landed at Quebec in a state of utter destitution. In by far too many instances the object of the landlords and rate-payers seems to be, not so much to benefit the emigrant, as to attain the removal of the redundant pauper labourers of a parish or district, and thereby to reduce the poor-rate, or to avoid the necessity of affording to the able-bodied poor the subsistence which they are unable to earn. Pauper emigration to Canada affords examples of the most contrary results: on the one hand may be seen many thousands of individuals, who after a few years of persevering industry, have acquired perfect independence; on the other, there are large numbers who have made no advance whatever beyond the state of extreme poverty which had been their lot in Great Britain; and although it cannot be denied that many of the former class have made their way from the lowest beginning, the failures that are observed among the latter may be in almost every case traced to the circumstances of total destitution under which the party had been landed in the province, and to the privations, hardships, and disease which were in consequence entailed upon them.

It should be carefully borne in mind by those interested in procuring the emigration of the poorer classes of their neighbours, that the season for their introduction into Canada is confined to a very few months of the year; that Quebec is practically the sole port; and that although the provincial Legislature, as well as the Imperial Government, have provided some resources for their inland transport and distribution when found to be destitute, the great body of the immigrants are necessarily thrown together in the principal towns, and must furnish a far greater supply of labour than those places can at any time require. The public works, such as canals and roads, are many of them at great distances from Quebec or Montreal, and agricultural employment cannot be readily procured unless by a search for it, extending throughout distant districts. If wholly without resources, therefore, the immigrant is necessarily in distress, whether he be at Quebec, Montreal, Kingston or Toronto; he must be himself discouraged and disappointed, while his applications for relief, directed to the neighbouring inhabitants, are burthensome to them, and considered disgraceful to the applicant. He is perhaps unwillingly idle, but cannot procure the means of seeking advantageous employment where it could be obtained; and it only requires the additional misery of disease in his family to confirm his despondency, and prevent him from ever rising beyond the condition of a daily labourer; on the other hand, the able-bodied immigrant, assisted either directly, as with a sum of money paid to him on landing, or furnished with lodgings, provisions, transport, &c., through proper agents, is enabled to afford the necessary time for a proper search for employment; can transport his family to the point at which he finds it; is never discouraged by doubt of success, still less by the dread of want; and with every progressive step in the improvement of his condition, receives increased courage to continue his exertions. He soon discovers that his future independence lies in possession of land, and whatever may have been his former state, however deficient his moral education, however degraded his habits, it may be affirmed, that a distinct perception of the practicability of the attainment of his independence in no case fails at once to improve his character, change his views, and most materially to amend his social feelings. Under a general consideration of the subject, there cannot be a doubt that it is sound policy to secure the emigrant from the probability of his remaining in Canada in a condition no better than that from which it is an object of admitted necessity to remove him at home.

It is therefore plainly the duty of those directing the arrangements of future emigrations to place the immigrants in a situation to be enabled with certainty to take advantage of the openings for industry which this new country affords, or at least to secure them from the distress which, under existing circumstances, the landing of destitute immigrants on its shores cannot fail to entail.

*A. C. Buchanan, Chief Agent.*

## CORRESPONDENCE RELATIVE TO EMIGRATION.

45

(No. 2.)

## QUARTERLY RETURN :—PRICES.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of *Kingston, Canada West*, in the Quarter ended 31 July 1842.

ARTICLES.	Quantity.	Average Prices (in Sterling).	ARTICLES.	Quantity.	Average Prices (in Sterling).
(N.B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony).					£. s. d.
Salt Beef - - - -	per lb.	— - 3	Fire wood - - -	per cord	— 7 2 ½
Fresh beef, mutton, lamb, and veal - - - -	- ditto	— - 3 ½	Common soap - - -	- lb.	— - 3 ½
Pork - - - -	- ditto	— - 3	Tea - - - -	- ditto	— 3 2
Bacon and hams - - -	- ditto	— - 4	Rice - - - -	- ditto	— - 3
Butter - - - -	- ditto	— - 6 ½	Brown sugar - - -	- ditto	— - 5
Milk - - - -	- quart	— - 2	CLOTHING.		
Cheese - - - -	- lb.	— - 4 ½	Men's stout shoes - - -	per pair	— 6 9
Eggs - - - -	- dozen	— - 6 ½	Women's ditto - - -	- ditto	— 5 8
Potatoes - - - -	- bushel	— 1 1 ½	Men's cotton shirts - - -	each	— 2 9
Bread - - - -	- 4 lb. loaf	— - 5 ½	Flannel (domestic) - - -	per yard	— 2 3
Wheat flour (fine) - - -	- barrel	1 2 6	Cloth for coats - - -	- ditto	— 6 9
Candles - - - -	- lb.	— - 6 ½	Cotton for gowns - - -	- ditto	— - 8
			Fustians - - - -	- ditto	— 1 10
			Velveteens - - - -	- ditto	— 2 3

All the above articles are supposed to be of the average quality used by labouring persons.

(No. 3.)

## QUARTERLY RETURN :—WAGES.

RETURN showing the Average Wages of Mechanics and others in *Kingston, Canada West*, for the Three Months ended 31st July 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging, (in Sterling.)	Average Wages per Diem, with Board and Lodging, (in Sterling.)	Average Wages per Annum, with Board, and Lodging, (in Sterling.)	Highest and Lowest Rates per Diem, without Board or Lodging, (in Sterling.)	
				Highest.	Lowest.
	s. d.	s. d.	£. s. d.	s. d.	s. d.
Bread and biscuit bakers -	4 6	3 7	22 10 -	5 -	4 -
Butchers - - - -	4 6	3 7	22 10 -	5 -	4 -
Brickmakers - - - -	4 6	3 7	- - - -	5 -	4 -
Bricklayers - - - -	5 5	4 6	- - - -	6 -	5 -
Blacksmiths - - - -	4 6	3 7	31 10 -	5 -	4 -
Curriers - - - -	4 1	3 2	27 - -	4 6	3 6
Carpenters and joiners -	4 6	3 7	36 - -	5 -	4 -
Cabinetmakers - - -	4 6	3 7	36 - -	5 -	4 -
Coopers - - - -	4 6	3 7	36 - -	5 -	4 -
Carters - - - -	3 4 ½	2 8 ½	22 10 -	3 8	3 -
Cooks (women) - - -	- - -	- - -	13 10 -	-	-
Dairywomen - - - -	- - -	- - -	13 10 -	-	-
Dressmakers and milliners -	- - -	- - -	- - -	-	-
Farm labourers - - -	3 4 ½	2 3	20 5 -	3 9	3 -
Gardeners - - - -	3 11	2 8 ½	- - - -	4 6	3 4
Grooms - - - -	- - -	- - -	- - -	-	-

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(continued)



CANADA.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging, (in Sterling.)	Average Wages per Diem, with Board and Lodging, (in Sterling.)	Average Wages per Annum, with Board and Lodging, (in Sterling.)	Highest and Lowest Rates per Diem, without Board or Lodging, (in Sterling.)	
				Highest.	Lowest.
	s. d.	s. d.	£. s. d.	s. d.	s. d.
Millwrights - - - -	6 9	5 7 ½	- - -	7 6	6 -
Millers - - - -	- - -	- - -	45 - -	- -	- -
Painters - - - -	5 5	4 6	- - -	6 -	5 -
Plasterers - - - -	5 5	4 6	- - -	6 -	5 -
Plumbers and glaziers - -	5 5	4 6	- - -	6 -	5 -
Quarrymen - - - -	4 1	3 2	- - -	5 -	4 -
Ropemakers - - - -	- - -	- - -	- - -	- -	- -
Sailmakers - - - -	- - -	- - -	- - -	- -	- -
Sawyers - - - -	4 6	3 7	- - -	5 -	4 -
Shipwrights and boatbuilders	4 6	3 7	- - -	5 -	4 -
Shoemakers - - - -	4 1	3 2	- - -	4 6	3 6
Slaters and shinglers - -	4 6	3 7	- - -	5 -	4 -
Stonemasons - - - -	4 6	3 7	- - -	5 -	4 -
Tailors - - - -	4 6	3 7	- - -	5 -	4 -
Tanners - - - -	4 1	3 2	27 - -	4 6	3 6
Wheelwrights - - - -	4 6	3 7	- - -	5 -	4 -
Whitesmiths - - - -	- - -	- - -	- - -	- -	- -

(signed) A. B. Hawke,  
Chief Emigrant Agent, Canada West.

A. C. Buchanan.

(No. 4.)

Answers to Queries.

1. WHAT funds have been placed at your disposal during the past quarter for the relief of immigrants?—No funds have been placed at my disposal for the relief of emigrants during the current year, except the sum of 1,500 l. currency by the Government.
2. State the description of labour which is in request in the colony?—There is no particular description of labour much in demand at present; since the opening of the navigation upwards of 26,000 emigrants have come to Canada West, and have been distributed. Consequently the demand for labour has been pretty well supplied.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—Yes.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?—The immigrants of the current season have been remarkably healthy, and as they have been willing to work for low wages, they been generally successful in getting employment.

(signed) A. B. Hawke.

— No. 23. —

(No. 276.)

COPY of a DESPATCH from Lord *Stanley* to Governor the Right honourable  
Sir *Charles Bagot*, G. C. B.

CANADA.

No. 23.

Lord Stanley to  
Governor the  
Right hon. Sir  
Charles Bagot,  
15 Nov. 1842.

Sir,

Downing-street, 15 Nov. 1842.

I HAVE received your Despatch, No. 191, of the 20th September, forwarding the Abstract Quarterly Return of Emigrants who had arrived in Canada to the 31st July, accompanied by the remarks of the agent for emigration at Quebec.

The favourable account there given of the emigration of the season, so far as it had then gone, is highly satisfactory.

I fully concur in Mr. Buchanan's observations (to which every publicity will be given in this country) respecting the importance to their future prospects of emigrants of the poorer classes possessing, when they land in the province, sufficient funds for their subsistence while in search of employment, as well as to defray the expense of removal to the districts where labour is in demand. In the case of persons sent out by parishes under the sanction of the Poor Law Commissioners, I have always understood that that sanction is never given unless, independently of the mere outfit and expense of conveying the emigrant to the province, the sum of 1 l. for each adult, and a fit proportion for children, be entrusted to the master of the vessel, to be paid into the emigrant's hands on landing, so that they may not be destitute. I should wish to ascertain from Mr. Buchanan, whether he was aware of the existence of this landing money, and if so, to what extent he is prepared to report that it is inadequate, and what change specifically he would be disposed to recommend. If there be reason to apprehend that the landing money has often hitherto been misapplied, it may be a question whether the expenditure of it should be entrusted to Mr. Buchanan, and not to the emigrants themselves.

I have, &c.  
(signed) *Stanley*.

— No. 24. —

EXTRACT of a DESPATCH from Sir *Charles Bagot* to Lord *Stanley*, dated  
Government-house, Kingston, 26th January 1843.

No. 24.  
Sir Charles Bagot  
to Lord Stanley,  
26 January 1843.

I APPEND a copy of a Report from Mr. Buchanan upon the subject of the inquiry suggested in your Lordship's despatch of the 15th November (No. 276), relative to the adequacy and disposition of the present allowance of 1 l. for landing-money.

21st December.

From this your Lordship will perceive that the amount is hardly adequate, in ordinary cases, to carry the parties as far as Kingston, and that consequently they are obliged, unless they have other means, to depend upon relief, even to enable them to reach the places where they may hope to find employment. With regard to the disposal of the landing-money, Mr. Buchanan does not seem to anticipate much advantage from his having any power over it.

Enclosure in No. 24.

Sir,

Emigrant Office, Quebec, 21 December 1842.

I HAVE the honour to acknowledge the receipt of your letter of the 12th instant, transmitting me, by the command of his Excellency, copy of a despatch from the Right honourable the Secretary of State for the Colonies, relative to the remarks made by me in the quarterly abstract forwarded from this department, up to the 31st July last.

In reply to that part of Lord Stanley's despatch relating to the pauper emigrants sent out under the sanction of the Poor Law Commissioners, I have the honour to state, that it was not my intention to apply those observations in any way to the emigrants who are sent out yearly to this colony, under their sanction; on the contrary, I have frequently had occasion to bring under his Excellency's, and his predecessor's notice, the satisfaction I have experienced at the comfortable condition in which these emigrants landed here.

291.

The

Encl. in No. 24.

No. 276, 15th Nov.



## CANADA.

The evil which I wished to set forth, was the practical inconvenience and distress arising from the want of system which has prevailed for several years past, owing to which large parties of emigrants, more particularly from Scotland and Ireland, have with assistance from their landlords, aided by appeals to the sympathies of the public, been enabled to emigrate to this colony; but the means thus collected have been barely sufficient to pay their passage, and procure often but a scanty supply of provisions for the voyage.

In my annual Report of last year, and in my weekly reports of this season, I had occasion to allude to several parties of emigrants from Scotland and Ireland, who landed, suffering from the above causes; and I also had the honour to bring the evils of this system under the notice of his Excellency the late Lord Sydenham, in my Report on the emigration to this province for 1840, to which I would most respectfully refer.

Of 1,079 persons aided in their emigration from England during the past season, 831 emigrated under the sanction of the Poor Law Commissioners, and received 1*l.* sterling on landing here; the remaining 248 received, so far as I could learn, only partial aid from their landlords and parishes, without landing-money; the number from Ireland was 504, and from Scotland 246; all the latter, with the exception of a few families assisted by Colonel Wyndham, required and received assistance on landing here, to enable them to proceed up the country.

In reply to the wish expressed by Lord Stanley, to ascertain if I was aware of the fact of the landing-money being paid to the emigrants sent out under the sanction of the Poor Law Commissioners, and if I considered that sum inadequate, and what change specifically I would be disposed to recommend, &c., I have the honour to state, that the landing-money thus allowed to each passenger has in every instance been paid in my presence, and the master of the vessel is required to produce my certificate that the conditions under which these people embarked have been duly fulfilled; one-half of his freight being retained until such certificate is produced.

The money thus given, although a very great assistance to the emigrants on their arrival, in providing for their immediate wants, owing to the improvident habits of this class of persons, is seldom sufficient to defray their expenses to any great distance into the interior.

Owing to the mistaken ideas as to the climate of Lower Canada, few of the emigrants can be prevailed on to proceed to the settlements in this section of the province, which their means would generally enable them to do, and employment for very many of them would be procured; but in nine cases out of ten, their destination is west of Kingston or Toronto; and taking the rates of transport during the past season, which have been unusually low, the money thus paid does little more than defray their passage as far as Kingston, and in the event of their not securing employment, they are necessarily in a destitute condition, and become a charge on that agency. The transport of a family of five persons, equal to three adults, with eight days' provision to Kingston, without allowing for any unnecessary delay, is 3*l.* 2*s.* 9*d.* currency, and to Toronto, allowing 10 days, 4*l.* 8*s.* 3*d.*; the landing-money such a family would receive on arriving here, 3*l.* 10*s.* currency.

So long as the present limited assistance is allowed to pauper emigrants, I do not see that any material improvement would be effected by placing the disposal of it in my hands, unless by so doing the proper application of the money could be secured; but as the emigrant on his arrival here may have his destination fixed, and is at liberty to act or not on the advice which he may receive from me, I do not think that any material advantage would in the end be effected by placing the disposal of the landing-money in my hands; should, however, his Lordship think otherwise, it shall be my earnest endeavour to give his commands the fullest effect.

Rawson W. Rawson, Esq.  
&c. &c. &c.

I have, &c.  
(signed) A. C. Buchanan,  
Chief Agent.

— No. 25. —

No. 25.

Governor the  
Right hon.  
Sir Charles Bagot  
to Lord Stanley,  
12 October 1842.

(No. 214.)

COPY of a DESPATCH from Governor the Right honourable Sir *Charles Bagot*, G.C.B. to Lord *Stanley*.

My Lord,

Government House, Kingston,  
12 October 1842.

I HAVE the honour to transmit herewith the weekly returns received since the date of my despatch No. 189, of the 13th September, from the emigrant agent at Quebec and the superintendent of the quarantine station at Grosse Isle.

I have, &c.  
(signed) *Charles Bagot*.

CORRESPONDENCE RELATIVE TO EMIGRATION.

49

(No. 14).—WEEKLY RETURN of EMIGRANTS arrived at the Ports of *Quebec* and *Montreal*, from the 27th day of August to the 3d day of September 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 Years.	TOTAL.			
1842 : August 28	Pearl - -	A. M'Lean - -	Dublin - -	50	36	58	144	farmers and labourers -	- -	144 <sup>(a)</sup>
" 28	Lady Falkland -	Parker - -	Port Glasgow -	110	118	138	361	farmers, labourers, and mechanics.	- -	361 <sup>(b)</sup>
" 28	Catherine - -	J. Scott - -	Liverpool - -	62	43	39	144	labourers, mechanics, a few farmers, and servants. {	- -	144
" 28	City of Waterford	M'Grath - -	Liverpool - -	27	19	33	79		5	74
" 28	Berwick Castle -	J. Forster - -	Berwick - -	14	10	9	33		- -	33 <sup>(c)</sup>
" 29	Brutus - -	Robertson - -	Newcastle - -	1	-	-	1		- -	1
" 29	Sarah Richardson	J. Hill - -	Stockton - -	3	1	-	4	- -	- -	4
" 29	Merlin - -	D. Thompson -	Greenock - -	78	50	57	185	farmers, labourers, and mechanics.	- -	185 <sup>(d)</sup>
" 29	Cato - -	C. Benson - -	Plymouth - -	29	14	28	71	ditto - ditto - ditto {	- -	71 <sup>(e)</sup>
" 29	Emerald - -	W. Flegg - -	London - -	6	6	7	19		- -	19 <sup>(f)</sup>
" 29	Princess Royal -	Lewis - -	Carmarthen -	9	6	10	25		4	21 <sup>(g)</sup>
" 29	Ceres - -	J. Walker - -	Sligo - -	42	52	38	132		- -	132 <sup>(h)</sup>
" 29	Astria - -	Adams - -	Sligo - -	26	33	30	89	ditto - ditto - ditto {	- -	89
Sept. - 1	Lively - -	Brambrough -	Stockton - -	3	-	-	3		- -	3
" 2	Susan - -	R. Cant - -	London - -	31	19	43	93	labourers - -	80	13 <sup>(i)</sup>
" 2	John Kerr - -	Tait - -	Greenock - -	10	5	3	18	farm labourers -	- -	18 <sup>(k)</sup>
" 2	Antelope - -	F. Digo - -	Perce - -	4	-	-	4	- -	- -	4
				505	407	493	1,405			89
										1,316

REMARKS.

- (<sup>a</sup>) Proceeding to join relations in Montreal, Kingston, and Toronto.
- (<sup>b</sup>) Going to several parts of Canada West for settlement; some intend proceeding to Bathurst and London districts.
- (<sup>c</sup>) The chief part are proceeding to the upper province; some to Bytown, Niagara, and Toronto; a few of those by the "City of Waterford" are going to join friends and relations in the State of Ohio.
- (<sup>d</sup>) Went to settle in the Johnston, Bathurst, and London districts.
- (<sup>e</sup>) Going to Montreal and Kingston; one family, 10 in number, going to the United States.
- (<sup>f</sup>) Proceeded in the vessel to Montreal.
- (<sup>g</sup>) Went to Canada West for settlement.
- (<sup>h</sup>) Proceeding to settle in Bytown, Toronto, Goderich, and the London district.
- (<sup>i</sup>) All proceeded to Upper Canada.
- (<sup>k</sup>) Went to Upper Canada. This vessel landed 200 passengers at Sydney.

	Cabin.	Steerage.
From ENGLAND - - - - -	9	439
— IRELAND - - - - -	- - -	365
— SCOTLAND - - - - -	9	597
		18
— LOWER PORTS - - - - -	- - -	1,401
		4
		18
Previously reported - - - - -	440	1,405
		39,487
		458
		40,892
To same period last year - - - - -	- - -	26,377
Increase in favour of 1842 - - - - -	- - -	14,515

*Note.*—The emigrants arrived during the past week have landed in good health, and consist of farmers, labourers, and mechanics. These vessels unfortunately all have had long passages, the average for the week being 60 days, consequently very many families were short of provisions, and obliged to buy from the master for some weeks previous to arrival, which has exhausted all their means. Over one-half are proceeding to join their relations and friends settled in different sections of the province, chiefly in Canada West; a few are proceeding to Ohio and the Western part of the State of New York, and the remainder, principally mechanics, are in search of employment. Owing to the above causes, the applications for assistance, I regret to say, have been very numerous, and I have been under the necessity of extending relief in free passages and in provisions to a very large number. In the "Catherine," from Liverpool, and "Ceres" and "Astria," from Sligo, the passengers were very poor, and I was obliged to assist upwards of 50 families from these vessels.

Passengers by the "City of Waterford" are generally in good circumstances; about 20 of them are proceeding to Ohio; one family, five in number, was sent out by their parish. Eighty passengers, per "Susan," from London, have also been sent out by their parishes; they had a long passage of 70 days, but being found by the vessel, suffered no inconvenience. They received, on landing here, two days' provision and 20s. sterling in cash, each adult, and proceeded immediately on their route to Canada West.

The passengers per "Lady Falkland," 361 in number, all landed in good health; among them are many respectable farmers, who have brought out capital with them; a large number have relations settled in the province, and they are going to settle in the Bathurst, Johnston, Home, and London districts.

Employment of all kind is now very difficult to be obtained in the neighbourhood of this city and Montreal, as also in the cities of Canada West; and it is at these points, unfortunately, all the idle, destitute, and those in search of employment will collect, and it is only by distributing them throughout the agricultural districts, where employment may be obtained for all who will take the trouble to inquire or look for it, that we can expect they will be able to provide for the themselves and families during the coming winter. This, however, is attended with expense, but it is unavoidable. The outlay thus incurred may be considered as final, and had they not been thus scattered in the early part of the season, the expense would have been much greater, and the result by no means so satisfactory. The almost certainty of an abundant harvest will, by reducing the price of all the necessaries of life, enable the poor immigrant of this season to get through the winter months with comparative comfort.

Emigrant Department, Quebec,  
5 September 1842.

A. C. Buchanan, Chief Agent.



50 CORRESPONDENCE RELATIVE TO EMIGRATION.

(No. 15).—WEEKLY RETURN of EMIGRANTS arrived at the Ports of *Quebec* and *Montreal*, from the 3d day of September to the 17th day of September 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.*
				Male.	Female.	Children under 14 years.	TOTAL.			
1842:										
Sept. - 7	Ann Hall -	J. Valpy -	Belfast -	131	124	123	378	farmers, labourers, and mechanics -	-	378 <sup>(a)</sup>
" 7	Try Again -	Haycock -	Cork -	5	1	4	10	mechanics -	-	10
" 8	Fullentire -	White -	Liverpool -	4	3	4	11	dealers -	-	11
" 10	Dove -	W. Smith -	Carraquet -	6	3	2	11	labourers and mechanics, and a few farmers.	-	11 <sup>(b)</sup>
" 11	Mary Wilkie -	J. Miller -	Greenock -	50	28	33	111	farmers -	-	21 <sup>(c)</sup>
" 12	Dispatch -	R. Walsh -	Waterford -	6	7	8	21	farmers and labourers -	-	20 <sup>(d)</sup>
" 12	Stamper -	Scorr -	Dublin -	11	6	3	20	farmers and mechanics, trades -	-	27 <sup>(e)</sup>
" 12	James Campbell -	John Miller -	Glasgow -	10	5	12	27	farmers and mechanics, trades -	-	10 <sup>(f)</sup>
" 13	Ann -	Williamson -	London -	4	5	1	10	farmers and mechanics -	-	4 <sup>(g)</sup>
" 13	Carena -	Hayden -	Liverpool -	1	2	1	4	labourers -	-	9 <sup>(h)</sup>
" 14	Delia -	S. Adey -	Plymouth -	2	3	4	9	farmers, mechanics, and labourers.	-	118 <sup>(i)</sup>
" 14	Clio -	J. Brown -	Padstow -	39	25	54	118	labourers -	-	12 <sup>(j)</sup>
" 14	Ellergill -	R. Hill -	Hull -	7	3	2	12	farmers, mechanics, and labourers.	-	81 <sup>(k)</sup>
" 15	Ipewich -	J. Smith -	Plymouth -	22	19	40	81	labourers, mechanics, and farmers -	-	96 <sup>(l)</sup>
" 15	Nelson Wood -	W. Ball -	Liverpool -	24	24	48	96	labourers and farmers -	-	8 <sup>(m)</sup>
" 15	Ninian -	J. Bowley -	Limerick -	2	2	4	8	-	-	2
" 15	Maria Dolphin -	Blais -	Halifax -	2	-	-	2	-	-	3
" 15	True Friend -	P. Godier -	St. John's, N. B. -	2	1	-	3	labourers and farmers -	-	59 <sup>(n)</sup>
" 15	Hercules -	F. Postill -	Stornoway -	20	23	16	59	farmers, labourers, and mechanics -	-	26 <sup>(o)</sup>
" 15	Ann -	J. Black -	New Ross -	5	14	7	26	-	-	3 <sup>(p)</sup>
" 17	Urania -	Clark -	Cork -	2	1	-	3	-	60	21 <sup>(q)</sup>
" 17	Eliza -	Vandervoid -	London -	26	24	31	81	-	-	62 <sup>(r)</sup>
" 17	Mohawk -	Bannerman -	Glasgow -	22	13	27	62	-	-	-
				403	336	424	1,163		60	1,103

REMARKS.

- (a) Some have proceeded to the vicinity of Bytown, Kingston, and Toronto, and the remainder to Goderich, Gore, and London district.
- (b) Proceeded in the vessel direct to Montreal, on their way to Darlington, Kingston, and London district. Three young men proceed to Cape Breton.
- (c) A few will remain in Montreal, and the remainder proceed to Toronto, where they have friends.
- (d) Two families intend going to the United States, and the remainder to Montreal and Prescott.
- (e) Proceeded in the vessels on their route to Canada West.
- (f) Went to Montreal and Township of Brock.
- (g) Proceeded to Bytown, Whitby, and Darlington; one family are going to the State of Ohio.
- (h) Some families are going to Coburg and Port Hope, and others intend to join relations in the United States.
- (i) Proceeding to Warwick, Bytown, Kingston, Toronto, and the London district; two families proceed to St. John's, New Brunswick.
- (j) Went to Hamilton, Flora, and Eldon. This vessel landed 350 passengers at Sydney.
- (k) All have proceeded to Canada West.

	Cabin.	Steerage.
From ENGLAND -	11	422
— IRELAND -	-	462
— SCOTLAND -	21	263
— LOWER PORTS -	-	16
	32	1,163
Previously reported -	458	40,892
	490	42,055
To same period last year -	-	27,133
Increase in favour of 1842 -	-	14,922

Note.—Emigrants arrived this week consist of labourers, farmers, and mechanics, and have landed generally in good health. The average passages of these vessels is 48 days. 378 passengers in the "Anna Hall" from Belfast, consist of farmers and labourers; they are all proceeding to Canada West, to join their friends. This vessel sailed originally on the 2d July with 450 passengers, but after being a few days at sea was obliged to return to Belfast, her crew having mutinied, when about 70 of her passengers returned to their homes; she afterwards sailed on the 14th July, and arrived here after a voyage of 55 days. Owing to their long passage and detention at Belfast, their supply of provisions run short, and they were under the necessity of purchasing from the master, and consequently many landed here very poor, and unable to pay their way up the country to their friends. I was therefore obliged to extend relief to upwards of 30 families.

Passengers per "Margaret Wilkie" from Greenock, 111 in number, are respectable farmers, and all appear to possess means; they, with the exception of three young men, who are going to Cape Breton, all proceed to Montreal in the vessel, on their route to the western section of the Province. The English emigrants from Padstow, Hull, and Plymouth, are all in good circumstances, and, with the exception of two families, going to Ohio, are proceeding to settle in Canada West, principally in the Newcastle, Home, and Gore districts. In the "Eliza" were 60 passengers sent out by their respective parishes; they were well supplied during the voyage, and received 20s. sterling on landing here. Passengers in the "Mohawk," from Glasgow, are all respectable farmers; they intend settling in the neighbourhood of Toronto and Hamilton. Fifty-nine passengers in the "Hercules," from Stornoway, are all very poor, and are proceeding to join their friends in Canada, West; this vessel landed 350 passengers at Sydney.

Emigrant Department, Quebec, }  
19 September 1842.

A. C. Buchanan, Chief Agent.

CORRESPONDENCE RELATIVE TO EMIGRATION.

51

(No. 16.)—WEEKLY RETURN of EMIGRANTS Arrived at the Ports of *Quebec* and *Montreal*, from the 17th day of September to the 1st day of October 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 years.	TOTAL.			
1842:										
Sept. 18	Dahlia - -	J. Hooper -	Plymouth -	9	4	7	20	labourers and trades -	- -	20 <sup>(a)</sup>
" 19	Governor - -	D. Gorman -	Limerick -	12	19	20	51	farmers and labourers -	- -	51 <sup>(b)</sup>
" 20	Lady Emily -	D. Sto -	Cromarty and Thurso.	29	19	16	64	- ditto - - ditto -	- -	64 <sup>(c)</sup>
" 20	St. Lawrence -	Bernier -	Gaspé -	3	-	-	3	dealers - - -	- -	3
" 21	Bows -	A. Flemming -	London -	23	21	16	60	labourers and mechanics -	- -	60 <sup>(d)</sup>
" 23	Belle -	G. Bower -	Padstow -	28	14	29	71	- farmers, labourers, and trades.	- -	71 <sup>(e)</sup>
" 24	Thistle - -	Thomas -	Waterford -	7	12	15	34	mechanics - - -	- -	34 <sup>(f)</sup>
" 25	Bellona - -	J. Myler -	Greenock -	9	2	7	18	farmers and labourers -	- -	18 <sup>(g)</sup>
" 25	Envoy - -	J. Giffney -	Londonderry -	3	5	1	9	labourers - - -	- -	9 <sup>(h)</sup>
" 26	Jane Brown -	Wylie -	Glasgow -	10	8	12	30	farmers and labourers -	- -	30 <sup>(i)</sup>
" 26	Josepha - -	Leitch -	Belfast -	36	50	64	150	- farmers, labourers, and trades.	- -	150 <sup>(k)</sup>
" 26	Roseberry -	Young -	London -	4	3	6	13	labourers - - -	7	6 <sup>(l)</sup>
" 26	Tom Moore -	Park -	Sligo -	8	8	18	34	- ditto - - -	- -	34
" 26	Albert Edward Prince of Wales.	York -	Galway -	2	3	3	8	- ditto - - -	- -	8
" 26	Primrose - -	Irvine -	Limerick -	10	4	4	18	farmers and labourers -	- -	18 <sup>(m)</sup>
" 26	Industry - -	Barrett -	Sligo -	14	21	9	44	- ditto - - ditto -	- -	44
" 26	Emmanuel -	J. Pearson -	Bristol -	2	7	10	19	labourers - - -	- -	19
" 27	Sarah - -	M'Lean -	Liverpool -	50	46	48	144	- farmers, labourers, and trader.	- -	144
" 27	John Francis -	J. Kent -	Cork -	2	6	8	16	labourers - - -	- -	16 <sup>(n)</sup>
" 28	Souter Jonny -	T. Little -	Liverpool -	5	5	1	11	farmers and labourers -	- -	11
" 29	Thetis - -	J. Hugill -	Limerick -	2	1	4	7	farmers and mechanics -	- -	7
" 29	Collins - -	Marshall -	Gloucester -	18	11	21	50	- ditto - - ditto -	- -	50 <sup>(o)</sup>
" 29	Idea - -	Pennington -	Youghal -	6	6	12	24	labourers and trades -	- -	24 <sup>(p)</sup>
" 30	Angelique -	Bourdage -	Miramichi -	15	16	13	44	farm labourers - - -	- -	44 <sup>(q)</sup>
" 30	Water Millock -	Cower -	Bristol -	4	1	2	7	- ditto - - -	- -	7
" 30	St. Patrick -	Webster -	Cork -	1	1	1	3	labourers - - -	{ - -	3 <sup>(r)</sup>
October 1	Creole - -	Clarke -	Londonderry -	10	14	16	40			-
				322	307	363	992			985

- (\*) Proceeding to join relations in Upper Canada.  
(b) Principally to Bytown, Toronto, and New London; some possess capital, and will also settle in Upper Canada.  
(c) All proceeded to Canada West; this vessel landed 102 passengers at Sydney.  
(d) Went in the vessel to Montreal, on their route to different sections of Canada West.  
(e) Proceeding to Kingston, Whitby, and Lancaster.  
(f) A few went to Bytown, and the remainder to Colborne and Prescott.  
(g) Proceeded in the vessel to Montreal.  
(h) Went to Canada West.  
(i) Proceeded in the vessel to Montreal.  
(k) Some are to remain in the vicinity of Montreal, and the remainder to proceed to Bytown, Toronto, and Niagara.  
(l) One family, seven in number, sent out by the Poor Law Commissioners, and received 20 s. sterling each adult on landing.  
(m) All have gone to different sections in Canada West, except a few from Sligo, who were intent on New York, having friends there, that wrote for them.  
(n) A few will remain in Montreal; one family is going to join relations in Philadelphia, and the remainder proceeded to Bytown, Aylmer, Toronto, and Hamilton.  
(o) These are respectable people, in good circumstances, and going to join relations in Toronto and Hamilton.  
(p) One family proceed to Baltimore, and the others to Bytown.  
(q) These were a year in Miramichi, and not succeeding there, are proceeding to Upper Canada to try to better their condition.  
(r) A few will remain in Montreal, and the remainder proceed to Upper Canada.

				Cabin.	Steerage.
From ENGLAND	-	-	-	29	395
— IRELAND	-	-	-	3	438
— SCOTLAND	-	-	-	14	112
— LOWER PORTS	-	-	-	-	47
Previously reported				46	992
				490	42,055
				536	43,047
To corresponding period last year				-	28,114
Increase in favour of 1842				-	14,933

Emigrant Department, Quebec, }  
3 October 1842.

A. C. Buchanan, Chief Agent.

— No. 26. —

(No. 226.)

COPY of a DESPATCH from Governor the Right Hon. Sir *Charles Bagot* to Lord *Stanley*.

My Lord,

Government House, Kingston, 28 October 1842.

I HAVE the honour to transmit to your lordship herewith the usual weekly returns, furnished by the Emigrant Agent at Quebec and the Superintendent of the Quarantine Station at Grosse Isle, to the 15th instant.

I have, &c.

(signed) *Charles Bagot*.



(No. 17.)—WEEKLY RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal, from the 1st day of October to the 15th day of October 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 years.	TOTAL.			
1842 :—										
Oct. - 2	Mersey - -	Hamilton - -	Liverpool - -	6	3	8	17	labourers - - -	- - -	17 <sup>(a)</sup>
" - 2	Brilliant - -	Elliot - -	Aberdeen - -	16	6	10	32	farmers and mechanics - -	- - -	32 <sup>(b)</sup>
" - 3	Cornwall - -	Richards - -	Falmouth - -	7	8	8	23	farmers - - -	- - -	23 <sup>(c)</sup>
" - 4	Favourite - -	Greenhorn - -	Glasgow - -	22	17	23	62	farmers and mechanics - -	- - -	62 <sup>(d)</sup>
" - 4	Enterprize - -	Dawson - -	Isle of Skye - -	5	5	3	13	farmers - - -	- - -	13 <sup>(e)</sup>
" - 5	Rose Bank - -	Montgomery - -	Belfast - -	30	27	56	113	farmers and labourers - -	- - -	113 <sup>(f)</sup>
" - 5	Apollo - -	Walker - -	Dundee - -	4	10	6	20	Mechanics - - -	- - -	20 <sup>(g)</sup>
" - 5	Edward - -	M'Kinzie - -	Plymouth - -	3	-	1	4	labourers - - -	- - -	4 <sup>(h)</sup>
" - 5	Euclid - -	Davidson - -	Liverpool - -	11	5	4	20	ditto - - -	- - -	20 <sup>(i)</sup>
" - 7	China - -	Jones - -	Limerick - -	1	-	-	1	ditto - - -	- - -	1 <sup>(j)</sup>
" - 9	Pearl - -	Douglas - -	London - -	4	3	5	12	Farmers - - -	- - -	12 <sup>(k)</sup>
" - 9	Sarah - -	Allan - -	Aberdeen - -	10	7	8	25	farmers and labourers - -	- - -	25 <sup>(l)</sup>
" - 9	Marquis Normanby. - -	Strang - -	Sligo - -	4	2	-	6	farmers - - -	- - -	6 <sup>(m)</sup>
" - 11	Chieftain - -	Legate - -	Larne - -	7	3	6	16	labourers - - -	- - -	16 <sup>(n)</sup>
" - 11	Miscow - -	Coulson - -	Miramichi - -	3	2	6	11	ditto - - -	- - -	11 <sup>(o)</sup>
" - 11	Blazer - -	Thibeault - -	Ditto - -	15	5	25	45	ditto - - -	- - -	45 <sup>(p)</sup>
" - 12	Adelaide - -	Gale - -	Liverpool - -	8	8	19	35	farmers and labourers - -	8	27 <sup>(q)</sup>
" - 12	John & Mary - -	Harvey - -	Padstow - -	17	11	25	53	ditto - - -	7	46 <sup>(r)</sup>
" - 12	Monarch - -	Allan - -	London - -	2	1	-	3	ditto - - -	- - -	3 <sup>(s)</sup>
" - 14	Coquette - -	Levey - -	Halifax - -	4	2	2	8	- - -	- - -	8 <sup>(t)</sup>
" - 14	Crusader - -	Wheatley - -	London - -	3	2	9	14	farmers - - -	- - -	14 <sup>(u)</sup>
" - 14	Heroine - -	Walker - -	Aberdeen - -	3	4	7	14	ditto - - -	- - -	14 <sup>(v)</sup>
" - 14	Marchioness of Abercorn. - -	Hegarty - -	Londonderry - -	3	5	7	15	labourers - - -	- - -	15 <sup>(w)</sup>
" - 14	Royal Adelaide - -	Lenty - -	Fowey - -	14	8	5	27	labourers and mechanics - -	- - -	27 <sup>(x)</sup>
" - 15	Triton - -	Wakem - -	Penzance - -	2	3	2	7	labourers - - -	- - -	7 <sup>(y)</sup>
" - 15	Dochford - -	Wakeham - -	Bristol - -	1	-	-	1	- - -	- - -	1 <sup>(z)</sup>
" - 15	Sir Geo. Provost - -	Savage - -	Newry - -	1	1	7	9	farmer - - -	- - -	9 <sup>(aa)</sup>
" - 15	Brunette - -	Thompson - -	Liverpool - -	5	2	3	10	labourer and mechanics - -	- - -	10 <sup>(ab)</sup>
" - 15	Aberdeen - -	Duffy - -	Ditto - -	12	11	13	36	-- farmers, labourers, & mechanics. - -	- - -	36 <sup>(ac)</sup>
				223	161	268	652		15	637

REMARKS.

- (a) Went to Upper Canada.
- (b) Proceeded in the vessel to Montreal, on their route to Canada West.
- (c) Ditto - - - ditto - - - ditto.
- (d) Ditto - - - ditto - - - ditto
- (e) Proceeding to join relations in Montreal, Prescott, Kingston, and Cobourg.
- (f) A few will remain in Montreal, and the remainder to Toronto and Port Dover.
- (g) Proceeded in the vessel to Montreal.
- (h) Went to Ancaster, Toronto, and Kingston.
- (i) These people are from Ireland, and have resided in Miramichi for some time, but not succeeding to their satisfaction they are proceeding to Canada West, to settle.
- (k) Proceeding to friends in the vicinity of Montreal, Cobourg, and Philipsburg.
- (l) Went to Montreal, Port Hope, Toronto, and Whitby.
- (m) Proceeded to Upper Canada.
- (n) Went to Montreal.
- (o) All have proceeded to various sections of Canada West.

	Cabin.	Steorage.
From ENGLAND - - -	42	262
--- IRELAND - - -	4	160
--- SCOTLAND - - -	12	166
--- LOWER PORTS - - -	-	64
	58	652
Previously reported - - -	536	43,047
	594	43,699
To same period last year - - -	-	28,202
Increase in favour of 1842 - - -	-	15,497

Note.—Nothing worthy of remark has occurred during the past fortnight; the arrivals of emigrants have been limited, and chiefly consist of families coming out to join their friends and relations already settled in the province.  
All landed in good health, and, with the exception of a few families in the "Rose Bank" from Belfast, were able to pay their way to their respective destinations.

## CORRESPONDENCE RELATIVE TO EMIGRATION.

53

— No. 27. —

(No. 277.)

CANADA.

No. 27.

Lord Stanley to  
Sir C. Bagot,  
15 Nov. 1842.

COPY of a DESPATCH from Lord *Stanley* to Governor the Right Honourable  
Sir *Charles Bagot*.

Sir,

Downing-street, 15 Nov. 1842.

FREQUENT applications being made to the Commissioners for Colonial Lands and Emigration for information as to the terms on which Crown land is to be obtained in Canada, I have to request that you would state to me the prices at which it is at present fixed to be sold, (particularly in the Western Division since the passing of the Land Act by the United Legislature,) the general size of the lots, and the part of the province in which they are situated.

I have, &amp;c.

(signed) *Stanley*.

— No. 28. —

(No. 247.)

No. 28.

Sir C. Bagot to  
Lord Stanley,  
19 December 1842.

COPY of a DESPATCH from Governor the Right Honourable Sir *Charles Bagot* to Lord *Stanley*.

My Lord,

Government House, Kingston,  
19 December 1842.

I HAVE the honour to transmit herewith a copy of a Report from the Commissioner of Crown Lands, communicating the information desired by your Lordship's despatch of the 15th ultimo, No. 277, relative to the price of Crown lands for public sale in this province, together with a copy of a Gazette, published on the 16th instant, which contains a detailed list of the vacant Crown lands at present for sale.

I have, &amp;c.

(signed) *Charles Bagot*.

15 December 1842.

Enclosure 1, in No. 28.

Encl. 1. in No. 28.

Sir,

Crown Land Department, Kingston,  
15 December 1842.

I HAVE the honour to acknowledge the receipt of your letter of the 12th instant, transmitting the copy of a despatch from the Secretary of State, desiring certain information respecting the Crown lands for disposal in the province, and I shall, in obedience to his Excellency's commands, proceed to afford such information as will afford the Commissioners for Colonial Lands and Emigration the means of replying to the applications which may be made to them.

First, as to price: the price paid for waste lands of the Crown in the western division of the province, formerly known as Upper Canada, is 8s. currency per acre, payable in hand. In the eastern division, formerly known as Lower Canada, the lands in the county of Ottawa, and south of the River St. Lawrence, to the west of the Kennebec Road, are sold at 6s. currency per acre, and elsewhere in Canada east, at 4s. per acre, payable in hand.

As the lands in the inferior part of the province, where the soil and climate are equally unfavourable, could not be settled at the above prices, it is supposed that a reduction for the district of Gaspé and the Saguenay territory will be made, fixing the price of those lands probably at 2s. 6d.

It is to be observed, that the prices above-mentioned relate exclusively to advertised waste lands; for lands which have been formerly granted and resumed by the Crown (sometimes in a partially improved state) are subject to a special valuation, as are also the town and village lots.



CANADA.

In addition to these lands the Commissioner of Crown Lands has the disposal of Indian reserved lands, and the clergy reserves, both of which are subject to a special valuation.

The size of the lots may be stated (the exceptions being so limited) at 200 acres, but they are sold as frequently by half as whole lots.

For the convenience of the public generally, district agents are appointed under the Act for the disposal of public lands in each municipal district of the province, with full power to sell to the first applicant any of the advertised lands which by the Return, open to public inspection, may be vacant within his district.

As amongst the applications to the Commissioners for Colonial Lands and Emigration, allusion may be made to the free grants of 50 acres each, upon and in the vicinity of newly opened roads of a public character, it is necessary to mention at this time, that the only roads at present open under this regulation, are the Lambton and Kennebec, and Owen's Sound; but as it is more than probable that the greater part of these lots may be occupied before the opening of the navigation, it would be advisable to inform such applicants that no assurance can be given them of their finding any of these grants available on their arrival. The object of the grants above alluded to is to open Crown lands in the vicinity for settlement, and every hope is entertained that that object will be very rapidly attained by the sale of the waste lands thus brought within the reach of intending settlers, and every precaution is taken to prevent the possibility of these free grants being made matter of speculation, actual residence being one of the conditions insisted upon.

I have, &c.

Rawson W. Rawson, Esq.  
Chief Secretary, &c. &c. &c.

(signed) A. N. Morin,  
Commissioner of Lands.

Encl. 2, in No. 28.

Enclosure 2, in No. 28.

The Canada Gazette Extraordinary.

Crown Land Department, Kingston, 9 December 1842.

List of Vacant Crown Lands for Sale in the Province of Canada.

Canada West.—Price Eight Shillings per Acre.

Conditions of Sale.

1. The lots are to be taken at the contents in acres marked in the public documents, without guarantee as to the actual quantity contained in them.

2. No payments of purchase-money will be received by instalments, but the whole purchase-money, either in money or land scrip, must be paid at the time of sale.

3. On the payment of the purchase-money the purchaser will receive a receipt which will entitle him to enter on the land which he has purchased, and arrangements will be made for issuing to him the patent without delay.

Applications to purchase will be received at the offices of the local agents on and after the 16th day of January 1843.

Here follows a list of vacant Crown lands for sale in the province.

— No. 29. —

(No. 7.)

No. 29.  
Sir C. Bagot to  
Lord Stanley,  
19 January 1843.

EXTRACT of a DESPATCH from the Right honourable Sir *Charles Bagot* to Lord *Stanley*; dated Government House, Kingston, 19 January 1843.

I HAVE the honour to inclose the Emigrant Return for the three weeks ended 5th November 1842, which concludes the operations of the last season.

CORRESPONDENCE RELATIVE TO EMIGRATION.

55

Enclosure in No. 29.

WEEKLY RETURN of EMIGRANTS arrived at the Ports of *Quebec* and *Montreal*, from the 15th day of October to the 5th day of November 1842.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.				Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.
				Male.	Female.	Children under 14 years.	TOTAL.			
1842:										
October 19	Champlain -	Nicholas -	Cork -	7	10	15	32	labourers -	-	32
" 19	Jamaica -	Martin -	London -	4	1	3	8	mechanics -	-	8
" 19	Lord Seaton -	Talbot -	Liverpool -	1	-	-	1	labourer -	-	1
" 21	Douglas -	Wade -	London -	12	6	15	33	-- farmers' labourers and mechanics.	-	33
" 21	Reterich -	Masterson -	Greenock -	3	-	-	3	farmers -	-	3
" 24	Cosmopolite -	Webber -	Plymouth -	3	2	2	7	labourers -	-	7
" 24	Unity -	Smith -	Percé -	4	-	-	4	dealers -	-	4
" 24	Antelope -	Dugast -	Percé -	6	3	2	11	dealers -	-	11
" 24	St. Lawrence -	Blais -	Gaspe -	4	-	-	4	dealers -	-	4
" 20	Bellona -	Symonds -	Swansea -	4	-	-	4	-	-	4
" 29	Belinda -	Caldwell -	Percé -	4	2	2	8	dealers -	-	8
Nov. 3	Mariner -	Gerrard -	Halifax -	1	-	-	1	dealers -	-	1
" 3	Mary -	Barbean -	Percé -	6	3	4	13	dealers -	-	13
" 3	Carleton Packet -	Landry -	Percé -	7	2	3	12	dealers -	-	12
" 3	Minerva -	Ross -	Halifax -	6	-	-	6	-	-	6
				72	29	46	147			

REMARKS.

(<sup>1</sup>) All have proceeded to join friends and relations in Canada West. (<sup>b</sup>) In Quebec. (<sup>c</sup>) In Quebec and Montreal.

							Cabin.	Steerage.
From ENGLAND	-	-	-	-	-	-	18	53
— IRELAND	-	-	-	-	-	-	1	32
— SCOTLAND	-	-	-	-	-	-	-	3
— LOWER PORTS	-	-	-	-	-	-	1	59
							20	147
Previously Reported -							594	43,099
							614	43,846
To be deducted an error made in the Weekly Return, dated 13 June							-	86
								43,760
To the same period last year								28,086
Increase in favour of 1842								15,674

Navigation closed 29 November.

Emigration Department,  
Quebec, 7 November 1842. }

A. C. Buchanan, Chief Agent,

— No. 30. —

(No. 23.)

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot* to Lord *Stanley*.

Government House, Kingston,  
18 February 1843.

CANADA.  
No. 30.  
Sir C. Bagot to  
Lord Stanley,  
18 February 1843.

My Lord,

I HAVE the honour herewith to transmit, for the information of your Lordship, and the Land and Emigration Commissioners, a copy of a communication which I have received from the chief agent of emigration, in which are pointed out the advantages presented by the district of Gaspé, in Eastern Canada, for the settlement of emigrants, particularly of those possessing small means.

The statements herein contained are confirmed in a great measure by the opinions of the present and late Commissioner of Crown Lands, and by the enclosed extracts from a Report recently made by a Commission appointed to inquire into the state of judicature in the district in question.

I have, &c.

(signed) *Charles Bagot*.



## CANADA.

Encl. 1, in No. 30.

Enclosure 1, in No. 30.

Sir,

Emigrant Office, Quebec, 27 Jan. 1843.

Dr. G. M. Douglas, the Medical Superintendent of the Quarantine Establishment at Grosse Isle, whose observations and intelligence are not confined to the special duties of his department, but devoted to the promotion of emigration generally, has furnished me with a memorandum in relation to the advantages offered by the district of Gaspé for the settlement of many classes of the emigrants now annually resorting to the province, more especially those coming from the sea coast, and islands in the north of Scotland.

The information contained in Dr. Douglas's paper, being the result of a personal acquaintance obtained by an actual residence for some years in the district referred to, and consequently entitled to the fullest confidence, has appeared to me to promise to be interesting, if not at this moment particularly valuable; and I therefore venture to transmit it for submission to his Excellency the Governor-General.

I fully concur in the views which Dr. Douglas has taken of the capabilities of Gaspé, and I have every reason to feel assured of the success of any emigrants who may be established there, under proper arrangements for their early arrival, accommodations, and subsistence, for the period which they must employ in planting their first crop. It is doubtful, however, whether every emigrant family introduced would prove competent to clear, and bring into cultivation, between the time of their landing and the close of the planting season, such an extent of land as is necessary to furnish a year's supply of food; and it might be found requisite, in the case of an extensive introduction of settlers, through Government, or other assistance, to make previous provision of cleared land, as in any other district of the province. I must, at the same time, offer a caution against the adoption and application to Gaspé of Dr. Gesner's estimate of the capital required for effecting the establishment of a settler in New Brunswick. My knowledge of the cost of maintaining a family while their first crop is growing, satisfies me that £. 9. 12. sterling is a sum much too small for this purpose, even were there no contingencies to be provided equally with the means of subsistence. Submitting this paper to the favourable consideration of his Excellency,

Rawson W. Rawson, Esq.  
&c. &c. &c.

I have, &c.  
(signed) A. C. Buchanan, Chief Agent.

MEMORANDA, on the District of *Gaspé*, its Advantages to Poor Settlers, furnished to Mr. *Buchanan*, Chief Agent for Emigrants, by Dr. *G. M. Douglass*.

I wish to bring under your particular notice a part of this province hitherto but little known, which offers peculiar advantages to emigrants of small means, or to those sent out to this country by their parishes or landlords from Great Britain.

This country is the district of Gaspé, or that part of it more especially which fronts on the Bay de Chaleur from the Restegouche River to Percé. The want of a road to connect this valuable part of the province of Canada with the parishes on the St. Lawrence below Quebec, is one reason why it has hitherto attracted so little the attention of settlers. The appropriation of £. 15,000, made at the last Session of Parliament, to open this road, and others in the district, will remove all difficulty from want of communication.

This fine country having a front of upwards of 200 miles on the sea-coast, along which are several excellent harbours for vessels of any size, and having fine rivers flowing through it, has advantages, in point of soil and climate, equal to any part of Canada East. The forests contain pine and other timber of value; and the sea and rivers abound in fish, the taking and curing of which employs some thousand people in the summer season. The soil is generally excellent and yields good returns of wheat, potatoes, and other kinds of grain and roots. The following extract from the Report of Commissioners sent by Lord Dalhousie, when Governor-general, to report upon the agricultural capabilities of this district in 1820, says—

"The country is level, and the soil of an excellent description. The Bay of Gaspé, and particularly the Bay de Chaleurs are susceptible of the most improved agriculture. For the establishment of emigrants, no part of Canada offers such immediate resources of livelihood as may be derived from the fisheries. It is a fact worthy of notice, that in the year 1816, when the lower parts of the province were afflicted with a famine from a destruction of the harvest by frost, no such inconvenience was experienced at Paspebiac, Bay de Chaleur, nor at any other place within the tract above mentioned."

And in the evidence taken before the Commission for Crown Lands and Emigration, appended to Lord Durham's Report, it is stated by Robert Christie, esquire, M.P.P. for Gaspé, in reply to questions respecting the lands in the townships of Hamilton and Cox, in the Bay de Chaleurs—

"This country is highly susceptible of agriculture, and capable of receiving 500 poor families; the townships of Hamilton and Cox; these townships comprehend some of the finest portions of land in the whole district of Gaspé, possibly in Lower Canada; they are well

well watered, and every way adapted to immediate settlement, particularly by the poorer class of settlers, who, if located there, would find themselves in the immediate vicinity of the fisheries, which would at once afford them immediate resources of subsistence, and furnish them with a permanent and profitable market for their produce hereafter."

And in answer to the question, What are the general capabilities of the district of Gaspé for supporting an agricultural population? Mr. Christie replies—

"As great as any part of the district of Quebec; its climate is nearly the same, but its soil is generally superior; at the present time, however, its capabilities have not a fair chance of development, for want of roads: if the Kempt road from Metis, a parish on the south bank of the St. Lawrence, below Quebec, to the Restigouche, and from thence to Carleton was completely opened and made practicable for carriages, I have no doubt that the whole line would be settled in less than three years."

The roads alluded to by Mr. Christie, as I have stated above, are now in the course of completion, and will, in all probability, be finished next fall.

The peculiar advantages which this section of country offers to poor settlers are these:—

1st. The certainty of obtaining employment and a supply of food from the fisheries, while the first crop is growing.

2d. The proximity of the land upon which settlements may be formed to the port of disembarkation from Europe.

3d. The ready sale of surplus produce to those engaged in the fisheries and timber trade.

1st. The certainty of obtaining employment and food while the first crop is growing.

In most parts of the province the settler upon new land necessarily finds himself placed at a distance from employment, and from a supply of cheap food; from the nature of his location he is to a certain degree isolated, and unless provided with money to purchase provisions he is liable to much suffering, as was instanced in the case of certain Highland emigrants in the eastern townships last summer. In the district of Gaspé the settler would not be exposed to these inconveniences; the vacant Crown lands are situated at a short distance from the sea coast, along the whole extent of which there is a tolerable road, and it is fringed throughout its whole extent by settlements of Acadian French, by the descendants of American loyalists, and by emigrants from Great Britain and the Channel Islands. These people are all, more or less, actively engaged in the fisheries in the summer season, and would willingly employ the labour of a resident population, if it could be obtained at a low rate, especially during the months of July and August, being the time when the poor settler has least to do on his land. As a proof of the demand for labour, I may state that a transient population of from 3,000 to 5,000 persons are employed in the district during the summer season, who leave it again in the autumn; these people earn from six to ten dollars a month and their board.

At this season also shoals of herring, cod, and other fish arrive upon the coast, and render it an easy matter for the poor settlers to obtain a supply of wholesome food for the year at the comparative small cost of the salt.

2d. The proximity of the land upon which settlements may be formed to the port of disembarkation from Europe.

To the different harbours of Restigouche, New Richmond, Bonaventure, Paspébiac, Port Daniel, and Gaspé Basin, all in the district of Gaspé, vessels arrive every season for cargoes of timber and fish, and as these vessels invariably come out in ballast, emigrants could be brought out at as cheap or a cheaper rate than to Quebec or Montreal. From the ports above enumerated to the vacant Crown lands the distance is trifling, rarely exceeding two miles. It is well known that the expense and loss of time which the emigrant has to encounter after disembarking at Quebec or Montreal before reaching his place of ultimate destination, is great. I am convinced that the outlay of money necessary to transport a family and their luggage, and to find them food, to the western parts of Canada, would go far towards meeting the cost of building a log-house and clearing two acres of land; taking into account the saving of time and the probable exemption from sickness, to which emigrants who follow in crowds the line of the St. Lawrence and the canals are particularly exposed, in the early part of summer.

With reference to the expense of maintaining a family of emigrants until the first crop is obtained, where they cannot obtain labour or food, I beg to give the following extract from a very able Report by Dr. Gesner, Provincial Geologist of New Brunswick, to his Excellency Sir George Colebrooke, in November 1842.

After stating that the most fertile tracts of waste lands in that province are to be met with on the tributaries of the St. John and upper branches of the Restigouche rivers, which, as I have already stated, divide the district of Gaspé from New Brunswick, the Doctor says, "By obtaining a credit of the Government for 50 acres of land, any person with a family having a capital of 12*l.* currency—9*l.* 12*s.* sterling, can maintain such family until the first crop is produced, and with sobriety and industry, in six years they can pay for the land, with the interest on the first purchase, and purchase 50 acres more on credit.

"The above may be performed in less time than six years, but I have taken this period as a medium estimate."

These remarks of Dr. Gesner apply to the interior of New Brunswick, the climate and soil of which are analogous to that of the Bay of Chaleur, which divides it from Gaspé, but where the poor settlers would not have the advantages before alluded to. It is of the utmost importance however to the success of the emigrant that he arrive early in the season in this country, I would say not later than the end of May; and in no case would



## CANADA.

it be prudent for any number of emigrants to come out without arrangements having been made the year previous for their reception on arrival, by causing one or more temporary sheds to be erected in the vicinity of the land to be occupied, where protection from the weather could be obtained while log huts are being erected; the allotments of land should also be laid out the year previous, so that no time be unnecessarily lost.

3d. The ready sale of surplus produce to those engaged in the fisheries and timber trade.

It is only necessary to remark with reference to this peculiar advantage to the agricultural settler in the district of Gaspé, that the whole supply of provisions consumed by those engaged in the fisheries and timber trade of the country are brought from Canada West and the United States, and retailed at a high rate, varying from 50 to 75 per cent. upon the cost in Montreal. This country would of itself for a long time consume all the surplus produce that could be raised. It is unnecessary to dilate upon the great advantage to the settler of having a market for his produce at his door. The want of this convenience is the great evil which all new settlements labour under in Canada and the United States.

Encl. 2, in No. 30.

Enclosure 2, in No. 30.

EXTRACT from REPORT of COMMISSIONERS appointed to inquire into the Judicature of the Inferior District of *Gaspé*, dated 6 October 1842.

IN 1819, the population of the district of Gaspé, according to the best information then to be obtained, though perhaps erroneous in a great degree, was 4,023 souls. In 1825 it had increased to 6,500 souls; in 1831, to 9,255 souls; and at the present moment, according to the best information we can collect, it amounts to at least 15,000 souls; showing an increase in the first period of one-third in six years; in the second, of one-third more in six years; and in the last period of eleven years, of nearly two-thirds; a rate of increase greatly exceeding that of some of the most populous and highly cultivated parts of the district of Montreal between 1825 and 1831.

The population of Gaspé would therefore appear to double itself in 18 years; and in this statement we do not take into account the large transient population engaged in the fisheries in summer, who come from the parishes on the St. Lawrence below Quebec, and from the Channel Islands, and Lower Ports. These have been variously estimated to us at from 3,000 to 10,000, but from the best data, we believe them to average between 4,500 and 5,000.

The commerce also of the district, both provincial and foreign, has increased in a general point of view, in nearly an equal ratio with the population; and the revenue now drawn from the district through the customs alone has advanced from 1,083 *l.* in 1829, to nearly 2,000 *l.* per annum, while that derived from the sale of Crown lands and timber exceeds in some years 1,100 *l.* So that, taking into account the large amount of merchandise transhipped to the district from other parts of the province, where it has already paid duty, the contributions to the general revenue derived from the commerce and consumption of the district cannot be less than 5,000 *l.* or 6,000 *l.* per annum.

Our stay in the district was too short to allow of our collecting the requisite information to enable us to give an accurate view of the increase of its agriculture; and there having been no census since 1831, we have no exact data upon which to judge of that increase but by comparing the results of that census with those exhibited in statistical returns published in 1820, from which there appears to have been in that period of 11 years an increase in the numbers of those engaged in agriculture, and in the amount of agricultural stock, of from two to three fold, or considerably more than the increase of the general population and commerce of the district in the same period.

From personal and attentive observation in passing through the country, and from the information we received of the growth of new settlements, and the extension of cultivation in the old, we are convinced that the agriculture of the district has prospered during the last eleven years, and is prospering in at least an equal ratio to its increase in any former period. In parts of the county of Bonaventure, where, ten years ago, the native forests were still untouched, we passed through a district of flourishing farms. In the county of Gaspé, we found near Percé a small settlement of Irish, who came paupers to the country about the same period, and of whom we were told, that living independent of the fishery, except for their own consumption, "they are in debt to no one, and derive a comfortable subsistence from the tillage of the soil, and from selling its surplus produce to the fishermen." Nor was there any part of the district that we visited where we failed to see abundant evidence both of the comfortable and thriving condition of the husbandman, and of the capability of the soil to yield him, in the most useful kinds of agricultural produce, no scanty reward for patient and persevering toil.

Appendix (E).

COMPARATIVE VIEW of the POPULATION of the District of *Gaspé* in the Years 1819, 1825, 1831, and 1842.

SETTLEMENT OF	1819.	1825.	1831.	1842.	
Cape Chat - - - - -	18	26	37	50	} - - The population of these first four places is taken from an estimate by J. Le Boutillier, esq. In the census of 1825 and 1831, St. Anne's and Grand Etang are reckoned together.
St. Anne - - - - -	38	39	130	320	
Mont Louis - - - - -	-	-	-	20	
Riv <sup>re</sup> Madeleine - - - - -	-	-	-	15	
Grande and Petite Vallée - - - - -	-	-	-	-	
Cloridorm - - - - -	-	-	-	-	} 775 By returns furnished to the Commissioners of Inquiry.
Grand Etang - - - - -	-	-	-	-	
Fox River - - - - -	35	53	71	-	
Griffin Cove - - - - -	30	-	69	-	
Cape Rosiers - - - - -	18	48	40	-	
			-109		
Gaspé Head - - - - -	-	-	-	-	} 158 Ditto.
Indian Cove - - - - -	-	-	76	-	
St. George's Cove - - - - -	123	276	43	-	
Grand Grève - - - - -	-	-	50	-	
Cap De Beauseau and Little Gaspé Peninsula - - - - -	-	-	105	-	
North West Branch - - - - -	-	-	61	-	} 418 Ditto.
Ance aux Cousins - - - - -	-	-	90	-	
South West Branch - - - - -	224	256	322	-	
Gaspé Basin - - - - -	-	-	-	-	
Sandy Beach - - - - -	-	-	-	-	
New Haldimand - - - - -	31	61	43	-	} 520 { - - Estimated by adding two-thirds as the ratio of increase to the amount in 1831, and taking in the population of new settlements along the shore.
Douglasstown - - - - -	109	129	159	-	
Seal Cove, &c. - - - - -	-	-	37	-	
Point St. Peter - - - - -	52	44	199	-	
Mal Bay - - - - -	141	264	361	-	
Corner of the Beach - - - - -	21	-	62	-	} 650 { - - By estimate of H. B. Johnson, esq. Point St. Peter, probably underrated.
Percé - - - - -	285	347	500	-	
Ance au Beaufils - - - - -	-	73	186	-	
Cape Cove - - - - -	108	-	234	-	
Cape Despoir - - - - -	-	-	-	250	
Bonaventure Island - - - - -	43	93	172	220	} 1,000 { - - Estimated by adding two-thirds as the rates of increase to the amount in 1831, and allowing for new settlements.
Little River - - - - -	-	250	145	-	
Grand River - - - - -	100	-	257	-	
Pavos - - - - -	35	152	53	-	
Newport - - - - -	95	-	140	-	
Port Daniel, &c. - - - - -	281	279	-	750	} 540 { - - These numbers are stated for the year 1842, from a careful enumeration made by Wm. M'Donald, esq. Crown Land Agent, in 1840, and transmitted to Government; to the amount of which has been added one-ninth for the two following years, being at the ratio of increase in the former periods of six years.
Hopetown - - - - -	-	334	-	-	
East Nouville - - - - -	-	-	-	-	
Cox - - - - -	434	607	2,354	1,670	
New Carlisle - - - - -	334	471	-	-	
Paspebiac - - - - -	402	518	-	1,100	} 800 {
Hamilton - - - - -	-	-	-	-	
Bonaventure - - - - -	-	-	-	-	
New Richmond - - - - -	283	446	-	950	
Black Cape - - - - -	-	-	-	-	
Cascapédiac - - - - -	357	475	-	1,000	} 720 {
Maria - - - - -	427	576	-	-	
Carleton - - - - -	-	-	-	-	
Nouville River - - - - -	-	-	-	-	
Shoolbred Seigniory - - - - -	-	121	2,606	-	
Cross Point - - - - -	-	-	-	800	} 1,250 including 400 Indians.
Mission Point - - - - -	-	381	-	-	
		Indians.	-	-	
Flat Lands - - - - -	-	-	-	1,250	
Kempt Road - - - - -	109	-	-	-	
Matapediach - - - - -	-	-	-	-	
TOTALS - - - - -	4,024	6,498	8,502	14,176	

Appendix (F).

COMPARATIVE VIEW of the TRADE of the District of *Gaspé*, 1818, 1829, 1831, 1841.

1818, Vessels entered - - - - -	19.	1818, Vessels cleared - - - - -	16.
1829, Ditto - ditto - - - - -	67; 18,327 tons.	1829, Ditto - - - - -	64; 10,512 tons.
- Ditto, cleared at Quebec for Gaspé, 96; 3,904 „		- Ditto, to Quebec - - - - -	64; 2,807 „
Official value of merchandise imported, paying 2 ½ per cent., 12,700 l.			
Duties collected - - - - -	-		1,083 l.
1831, Vessels entered - - - - -	84; 14,321 tons.	1831, Vessels cleared - - - - -	57; 8,900 tons.
Value of imported merchandise, paying 2 ½ per cent., 11,581 l.			
1841, Vessels entered - - - - -	87; 10,664 tons.	1841, Vessels cleared - - - - -	96; 11,960 „
Value of imports, 29,027 l. (not including goods sent coastwise).			
Value of exports, 70,142 l. (not including goods sent coastwise).			
Duties collected, about 1,800 l.			



CANADA.

IMPORTS.

SPIRITS AND PROVISIONS.						1831.	1841.
Rum	-	-	-	-	-	gallons 6,900	11,314
Molasses	-	-	-	-	-	" 4,553	10,527
Flour	-	-	-	-	-	barrels 498	4,300
Pork	-	-	-	-	-	" 18	2,163
Butter	-	-	-	-	-	kegs 2	126
Rice	-	-	-	-	-	lbs. 6,259	15,000
Potatoes	-	-	-	-	-	bushels 3,400	60

EXPORTS.

FISH, OIL, TIMBER, LUMBER.						1831.	1841.
Codfish	-	-	-	-	-	cwts. 30,743	66,528
Ditto	-	-	-	-	-	barrels 65	270
Fish oil	-	-	-	-	-	gallons 15,812	6,500
Deals	-	-	-	-	-	pieces 38,357	20,000
Deal ends	-	-	-	-	-	" 3,897	1,443
Staves	-	-	-	-	-	" 21,896	6,766
Pine timber	-	-	-	-	-	" 643	600
Ditto	-	-	-	-	-	tons 7,168	6,500
Treenails	-	-	-	-	-	pieces 5,323	16,000
Birch timber	-	-	-	-	-	" 156	-

AGRICULTURAL PROGRESS, 1819—1831.

The statistical returns of 1819 furnish very imperfect data on which to calculate the increase of agriculture in the district of Gaspé up to 1831. The census of 1825, as published in the journals of the House of Assembly, contains no information on this subject.

The statistical table drawn up in 1820 (for 1819) gives a column for those " deriving their subsistence from agriculture," to the number of whom may fairly be added half the number stated in the column for "servants."

The result would be for 1819:

Proprietors or tenants living by agriculture	-	-	-	-	-	577
Servants	-	-	-	-	-	250
						827

The census for 1831, as published in the journals of the Assembly, only shows the number of families and persons living by agriculture in the county of Bonaventure; but the increase in that county alone over the returns in 1819, is as follows:—

1831.—Proprietors living by agriculture	-	-	-	-	459
Farm servants	-	-	-	-	330
					789
1819.—Proprietors living by agriculture	-	-	-	-	362
Farm servants	-	-	-	-	60
					422
Increase in Bonaventure	-	-	-	-	367
or nearly two fold.					

INCREASE OF AGRICULTURAL STOCK.

						1819.	1831.
Horses	-	-	-	-	-	401	677
Horned cattle	-	-	-	-	-	2,406	5,411
Sheep	-	-	-	-	-	3,470	8,980
Hogs	-	-	-	-	-	5,017	6,409
1819.—Four grist mills.							
1831.—Six ditto ditto.							

CORRESPONDENCE RELATIVE TO EMIGRATION.

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— No. 31. —

CANADA.

(No. 27.)

COPY of a DESPATCH from the Right honourable Sir Charles Bagot to Lord Stanley.

No. 31.  
Sir C. Bagot to  
Lord Stanley,  
21 February 1843.

Government House, Kingston,  
21 February 1843.

My Lord,

I HAVE the honour herewith to transmit the abstract Quarterly Report of the chief agent of emigration, with its usual appendices, for the period from the 1st August to the close of the season of 1842.

I have, &c.  
(signed) Charles Bagot.

Enclosure 1, in No. 31.

Encl. 1, in No. 31.

(No. 1.)

ABSTRACT. QUARTERLY RETURN :—IMMIGRANTS.

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom Cost of Passage defrayed by		Number employed on Government Works.	Number assisted out of Public Funds.	TOTAL AMOUNT Paid.
					Male.	Female.		Male.	Female.		Parochial Funds.	Private Funds.			
August -	143	82	23	7,432	2,779	2,092	1,998	85	466	696	119	118	Canada West	8,718	3,741 7 9
September -													Canada East		
October -														12,702	2,445 19 10
TOTALS -	143	82	23	7,432	2,779	2,092	1,998	85	466	696	119	118	- -	1,420	6,187 7 7

The amount stated here includes the total expenditure of this department from 31st July to the 31st December 1842.  
31 October 1842.

A. C. Buchanan,  
Chief Immigration Agent for Canada East.

(No. 2)

QUARTERLY RETURN :—PRICES.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of *Canada East*, in the Quarter ended 31st October 1842.

ARTICLES.	Quantity.	Average Prices (in Sterling.)	ARTICLES.	Quantity.	Average Prices (in Sterling.)
(N. B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony.)			£. s. d.		
Bread - - - -	per loaf 6 lb.	- - 8½	Women's stout shoes -	per pair -	- 5 6
Biscuit - - - -	per cwt. -	1 - -	Men's cotton shirts -	each -	- 2 6
Fresh beef - - -	per lb. -	- - 3	Ditto flannel ditto -	ditto -	- 3 4
Salt ditto - - -	ditto -	- - 2½	Men's Guernsey frocks -	ditto -	- 3 4
Pork - - - - -	ditto -	- - 2½	Cloth for coats and trowsers	per yard -	- 4 7
Mutton - - - -	ditto -	- - 3	Common blankets - -	per pair -	- 12 6
Butter (salt) - -	ditto -	- - 7	Men and women's half hose	ditto -	- 1 -
Flour (fine) - - -	per barrel -	1 4 9	Flannel - - - - -	per yard -	- 1 3
Ditto (second quality)	per cwt. -	- 14 6	Fustian jackets (ready made)	each -	- 7 6
Oatmeal - - - -	ditto -	- 10 -	Ditto pantaloons ditto -	ditto -	- 5 6
Eggs - - - - -	per dozen -	- - 9	Cotton for women's gowns -	per yard -	- - 7½
Tea - - - - -	per lb. -	- 3 10	Common sheeting - -	ditto -	- - 6
Sugar (brown) - -	ditto -	- - 5	Men's winter stocking boots	per pair -	- 15 -
Candles - - - -	ditto -	- - 8	Coals - - - - -	per chaldron	1 7 -
Soap - - - - -	ditto -	- - 3½	Firewood - - - -	per cord -	- 10 6
Rice - - - - -	ditto -	- - 3	Potatoes - - - -	per bushel -	- 1 6
Salt - - - - -	per bushel -	- 1 8	Fowls - - - - -	per couple -	- 1 6
Herrings - - - -	per barrel -	- 16 -	Pepper - - - - -	per lb. -	- - 9
Dry cod fish - - -	per cwt. -	- 9 -	Coffee - - - - -	ditto -	- 1 2
Men's stout shoes -	per pair -	- 7 6	Cheese (English) - -	ditto -	- 1 2
			Ditto (American) - -	ditto -	- - 8



CANADA.

(No. 3.)

QUARTERLY RETURN:—WAGES.

RETURN showing the Average Wages of Mechanics and others in *Canada East*, for the Three Months ended 31 October 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling):	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	<i>s. d.</i>	<i>s. d.</i>	<i>£. s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Bread and Biscuit Bakers -	3 5	- - -	- - -	3 8	3 2
Butchers - - - -	- - -	- - -	21 10 -	-	-
Brickmakers - - - -	5 - per 1,000 bricks.	- - -	- - -	-	-
Bricklayers - - - -	4 3	- - -	- - -	5 6	3 -
Blacksmiths - - - -	3 6	- - -	- - -	4 6	2 6
Curriers - - - -	3 10	- - -	- - -	4 1	3 8
Carpenters and Joiners -	3 9	- - -	- - -	5 -	2 6
Cabinet-makers - - -	4 -	- - -	- - -	5 -	3 -
Coopers - - - -	3 9	- - -	- - -	4 -	3 6
Carters - - - -	2 4	- - -	- - -	2 6	3 -
Cooks (women), always engaged by the month, at 20 <i>s.</i> to 25 <i>s.</i> currency - - - -	- - -	- - -	12 - -	-	-
Dairywomen, always engaged by the month, at 15 <i>s.</i> to 20 <i>s.</i> currency - - - -	- - -	- - -	9 6 8	-	-
Dressmakers and Milliners; sewing girls, 10 <i>d.</i> per day.	- - -	- - -	- - -	-	-
Farm Labourers - - - -	2 6	1 8	12 10 -	3 -	2 -
Unskilled Labourers - - -	2 -	1 3	- - -	-	-
Gardeners - - - -	4 -	- - -	27 - -	5 -	3 -
Grooms, generally engaged by the month, at 7 to 8 dollars - - - -	- - -	- - -	20 - -	-	-
Millwrights - - - -	3 7	- - -	- - -	4 -	3 2
Millers - - - -	4 3	- - -	45 - -	4 6	4 -
Painters - - - -	4 -	- - -	- - -	4 6	3 6
Plasterers - - - -	4 1	- - -	- - -	4 6	3 8
Plumbers and Glaziers - -	5 2	- - -	- - -	5 5	5 -
Quarry-men - - - -	2 7	- - -	- - -	2 9	2 6
Ropemakers - - - -	4 3	- - -	- - -	4 6	4 -
Sailmakers - - - -	4 3	- - -	- - -	4 6	4 -
Sawyers - - - -	2 6 per 1,000 feet -	- - -	- - -	2 9	2 3
Shipwrights and Boatbuilders	3 3	- - -	- - -	3 6	3 -
Shoemakers, per pair for shoes	3 10 ½ and for boots 7 <i>s.</i> 8 <i>d.</i>	- - -	- - -	4 <i>s.</i> 1 <i>d.</i> to 3 <i>s.</i> 8 <i>d.</i> shoes, and 8 <i>s.</i> 7 <i>d.</i> to 6 <i>s.</i> 9 <i>d.</i> boots.	-
Shinglers - - - -	4 3 per 1,000 -	- - -	- - -	4 6	4 -
Stonemasons - - - -	4 3	- - -	- - -	4 6	4 -
Tailors - - - -	5 3	- - -	- - -	5 6	5 -
Tanners - - - -	2 6	- - -	- - -	2 9	3 -
Wheelwrights - - - -	3 4	- - -	- - -	3 6	3 2
Coppersmiths - - - -	4 3	- - -	- - -	4 6	4 -
Tinsmiths - - - -	3 3	- - -	- - -	3 6	3 -

*Note.*—Tradesmen are not boarded with their employers, but they will get their board and lodgings at 10*s.* to 12*s.* 6*d.* per week currency, or 8*s.* to 10*s.* sterling.

Wages are reduced 30 to 40 per cent. during the six months winter.

A. C. Buchanan, Chief Agent.

(No. 4.)

1. What funds have been placed at your disposal during the past quarter for the relief of immigrants?—The sum of 3,422*l.* 15*s.* 8*d.* currency, has been placed at my disposal to meet the expenditure of this department during the past quarter. The total expenditure has been 6,187*l.* 7*s.* 7*d.* currency, which leaves a balance due of 2,764*l.* 11*s.* 11*d.* This includes the total expenditure of Canada, East and West.

2. State the description of labour which is in request in the colony?—See answer annexed.

3. Would

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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CANADA.

3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—See answer annexed.

4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?—See answer annexed.

Enclosure 2, in No. 31.

Encl. 2, in No. 31.

## ANSWER to QUERY No. 2.

The description of labour which is in demand in the province, continues to be the same as represented at the close of the quarter ending on the 31st July last. The chief towns employ superior workmen, viz., cabinet-makers, saddlers, carriage builders, painters, joiners, tanners, modellers, brass and iron founders, copper and tin smiths, carpenters, masons, bricklayers, plumbers, coopers, quarrymen, shoemakers, tailors, hatters; but it is the ordinary classes of mechanics generally who meet with the readiest employment, and to these the country districts are an equally open field of labour; farm servants of all descriptions, but chiefly those of active habits and of intelligence sufficient readily to adopt the modes of labouring suitable to the country, cannot fail to meet with situations, although the rates of wages are considerably reduced. Ploughmen, and men accustomed to the care of horned cattle and horses, are always in demand. Ordinary labourers, being in great numbers, must submit to lower wages, and expend some time in rendering themselves fit for domestic employments or for undertaking the clearing of land.

## ANSWER to QUERY No. 3.

The number of immigrants arrived within the last quarter has more than met the demand for labour, and there has been, consequently, a general reduction of wages. Other circumstances affecting the country have increased this effect, and the approach of winter has closed many of the public works. It is not impossible, however, that the comparative lowness of wages may result in an extension of the sources of employment; for the abundance of provisions and the cheapness of all other necessities, place it within the power of almost every established settler to support, as far as subsistence is concerned, one or more labourers; with this advantage, the reduction in the money expense of hiring assistance may permit many who have hitherto been able to employ only their own families, to receive and maintain recently arrived immigrants. In this manner it may be anticipated that a proportion at least of the more destitute will find support. Those who have resources to any extent, cannot be subjected to distress, for the cost of subsistence has been reduced so much as to bring the support of a family within the compass of almost the poorest.

## ANSWER to QUERY No. 4.

The preceding replies have comprehended nearly all the remarks that I can offer at the present time on the subjects of immigration and labour. I may mention, however, that although wages have been materially reduced throughout the Province, the immigrants of the season are very generally in employment, at such rates as promise full means of support. A large immigration continues to enter the country by way of the United States; and as many of these people have passed some time as labourers on canals, roads, and other extensive works, and accordingly become acclimated, they are preferred by contractors as well as farmers, to the immigrants newly arrived by the direct route of Quebec. Notwithstanding these circumstances, I have not become aware of any serious distress in the rural districts. The abundance of provisions and the cheapness of every necessary of life, have facilitated settlement by the class of immigrants possessing some small resources; and the number of these seeking employment has been, consequently, small, even of the more destitute, many have found assistance from their friends or relations already established in the country.

The proportion of the year's immigration remaining, mere labourers is accordingly less than might have been anticipated; and I am encouraged to hope that no part of these will suffer to any great extent or be prevented from effecting an improvement in their condition. Among the immigrants annually arriving, however, there come out many who, without possessing the necessary property to become settlers, are unprepared for manual labour: these do not find encouragement in this country; indeed almost all meet with great distress. There is comparatively limited employment for overseers, bailiffs, clerks, accountants, &c. &c.; and these classes of persons should be by all means cautioned of the difficulties they will have to contend against in this colony should they emigrate with the intention of continuing their former pursuits.



Enclosure 3, in No. 31.

(No. 2.)

QUARTERLY RETURN :—PRICES.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of *Kingston, Canada West*, in the Quarter ended 5th October 1842.

ARTICLES.	Quantity.	Average Prices (in Sterling).	ARTICLES.	Quality.	Average Prices (in Sterling).
(N.B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony.)					£. s. d.
Salt Beef - - - -	per lb. -	— - 2 ½	Wheat - - - -	per 196 lbs. -	- 18 -
Fresh Beef, Mutton, Lamb, and Veal - - - -	ditto -	- - 2	Candles - - - -	per lb. -	- - 7
Pork - - - -	ditto -	- - 2	Firewood - - - -	per cord -	- 7 -
Bacon and Hams - - - -	ditto -	- - 3	Tea - - - -	per lb. -	- 3 -
Butter - - - -	ditto -	- - 7	Rice - - - -	ditto -	- - 2 ½
Milk - - - -	per quart -	- - 2	Sugar (brown) - - - -	ditto -	- - 4
Cheese - - - -	per lb. -	- - 4	Men's stout Shoes - - - -	per pair -	- 7 -
Eggs - - - -	per dozen -	- - 6	Women's ditto - - - -	ditto -	- 6 -
Potatoes - - - -	per bushel -	- - 10	Men's Cotton Shirts - - - -	each -	- 2 -
Bread - - - -	per loaf, 4 lb. -	- - 5	Flannel (domestic) - - - -	per yard -	- 2 -
			Cotton for Gowns - - - -	ditto -	- - 7
			Fustians - - - -	ditto -	- 2 -
			Velveteens - - - -	ditto -	- 2 6

All the above articles are supposed to be of the average quality used by labouring persons.

(A true copy.)

(signed) *A. B. Hawke,*  
Chief Agent, Canada West.

(No. 3.)

QUARTERLY RETURN :—WAGES.

RETURN showing the Average Wages of Mechanics and Others in *Kingston, Canada West*, for the Three Months ended 5th October 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.	£. s. d.	s. d.	s. d.
Bread and Biscuit Bakers -	4 -	3 6	20 - -	-	-
Butchers - - - -	4 -	3 6	20 - -	-	-
Brickmakers - - - -	4 -	3 6	-	-	-
Bricklayers - - - -	4 6	3 9	-	-	-
Blacksmiths - - - -	5 -	4 -	35 - -	-	-
Curriers - - - -	4 -	3 6	30 - -	-	-
Carpenters and Joiners -	5 -	4 -	-	-	-
Cabinet-makers - - - -	5 -	4 -	-	-	-
Coopers - - - -	4 6	4 -	-	-	-
Carters with one horse -	9 -	8 -	-	-	-
Cooks (women) - - - -	- -	- -	12 10 -	-	-
Combmakers - - - -	-	-	12 10 -	-	-
Dairywomen - - - -	- -	- -	-	-	-
Dressmakers and Milliners -	-	-	-	-	-
Farm Labourers - - - -	2 -	1 9	16 - -	-	-
Gardeners - - - -	2 9	2 -	-	-	-
Grooms - - - -	-	-	-	-	-
Millwrights - - - -	7 -	6 -	-	-	-
Millers - - - -	- -	- -	45 - -	-	-
Painters - - - -	5 -	4 -	-	-	-

CANADA.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling.)	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.	£. s. d.	s. d.	s. d.
Plasterers - - - -	5 -	4 -	—		
Plumbers and Glaziers - -	5 -	4 -	—		
Quarrymen - - - -	3 9	3 -	—		
Ropemakers - - - -	—				
Sailmakers - - - -	—				
Sawyers - - - -	4 -	3 -	—		
Shepherds - - - -	—				
Shipwrights and Boatbuilders -	4 -	3 -	—		
Shoemakers - - - -	4 -	3 -	—		
Slaters and Shinglers - -	4 -	3 -	—		
Stonemasons - - - -	5 -	4 -	—		
Tailors - - - -	5 -	4 -	—		
Tanners - - - -	4 -	3 6	—		
Wheelwrights - - - -	4 6	4 -	—		
Whitesmiths - - - -	—				

(A true copy.)  
(signed) A. B. Hawke,  
Chief Agent, Canada West.

(No. 4.)

1. WHAT funds have been placed at your disposal during the past quarter for the relief of immigrants?—The sum of 2,000*l.* was placed in my hands by the Government in the month of September, for immigration purposes.
2. State the description of labour which is in request in the colony.—During the year 1842 at least 50,000 emigrants have been added to the population of Canada, three-fourths of whom belonged to the labouring class. There is no demand for labour that I am aware of in any part of Canada West, the supply has rather exceeded than fallen short of the wants.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—It would exceed the demand.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful.—The emigrants, very willing to work for low wages, have generally been successful in getting employment; they have been remarkably healthy, and well-behaved.

— No. 32. —

(No. 287.)  
COPY of a DESPATCH from Lord Stanley to the Right honourable  
Sir Charles Bagot.

No. 32.  
Lord Stanley to  
the Right hon.  
Sir C. Bagot.  
28 Nov. 1842.

Sir,  
Downing-street, 28 November 1842.

I ENCLOSE herewith the copies of a correspondence which has passed between the governor of the Canada Company and one of my Under Secretaries of State, relative to a proposal made by the former, that Her Majesty's Government should employ an active agent at New York to communicate with the numerous bodies of British subjects annually arriving at that port, with the view of inducing them to settle in British North America.

Mr. Hope's letter will put you in possession of my objections to the establishment of such an agency as that contemplated by Mr. Franks; but I would suggest, for your consideration, the propriety of availing yourself of the services of Her Majesty's Consul at New York, by enabling him to furnish applicants with authentic intelligence relative to the demand for labour in Canada, price of land, &c. As soon as I am informed by you that there are no local objections to this plan, I will request the Secretary of State for Foreign Affairs to instruct the Consul to undertake the duty.

I have, &c.  
(signed) Stanley.



CANADA.

Enclosure in No. 32.

Canada House, St. Helen's Place,  
11 November 1842.

My Lord,

Encl. in No. 32.

REPRESENTATIONS having been made to the Canada Company that it would be of great importance to the British American Colonies that a resident agent should be appointed by Her Majesty's Government at New York, whose whole time should be employed in communicating with, and affording information to, emigrants from Great Britain, great numbers of whom are always at that city, both on their way from this country, and on their return, and are unable to obtain authentic information there, of the advantages offered to settlers in the British provinces, I am requested by the Directors of the Canada Company to make this communication to your Lordship.

The advantages which have arisen from the establishment of Government agents in various parts of the British provinces, to whom emigrants may always resort for advice, without being exposed to the frauds and machinations of land-jobbers and others, have been generally admitted; and if any such protection is desirable in the British territories, it is surely more essentially necessary at New York, when it is considered how many British subjects arrive at that port, a large proportion of whom would proceed to the British provinces if they were correctly informed, upon proper authority, of the advantages to be had therein.

Circumstances have lately occurred, probably well known to your Lordship, which bear forcibly on this question. For some months past, the packet ships from New York have brought back to this country a considerable number of British emigrants, sometimes 200 or 300 in a ship, who, finding no employment in the United States, have, it may be supposed, in despair returned to the home they had already thought it better to abandon, and where, therefore they can hardly hope for any improvement in their circumstances. To these persons, when at New York, the expense of a journey to the British provinces would have been trifling, compared with the charge of the voyage home; and I have every reason to suppose, from the accounts received from Canada regarding the emigration this season, from the observations in Sir Charles Bagot's speech on opening the session of the Legislature on the 8th September, and from the measures taken for proceeding with the public works in the province, that, if there had been an active British agent at New York, to whom these unfortunate people could have resorted for advice, they would, without hesitation, have proceeded to Canada, and been able to settle themselves advantageously there, instead of returning home at a useless expense.

It may, perhaps, be supposed that the British Consul at New York is the proper person to perform this duty; but it is stated to the Canada Company, that his other avocations make it impossible for him to attend to this business, which, if properly looked to, would be amply sufficient to occupy the undivided attention of any man.

The vast extent of emigration from this country to North America, which has been shown by the Parliamentary Returns for 1840 and 1841 to have amounted to 156,116 souls, whilst the number of emigrants to all other parts of the world was only 53,219, and the change which has taken place in the last few years, and particularly during the present, in the direction of the tide of emigration from the United States into Canada, makes the appointment of such an agent of peculiar importance at present in promoting the settlement of the British provinces.

Since the peace of 1815, and until within the last few years, the activity and apparent prosperity in the United States, which have arisen chiefly from the facility of borrowing British capital, and the employment afforded by its outlay in their public works, naturally induced numbers of emigrants from Great Britain to proceed to that country; many also to emigrate from the British provinces, and to proceed to the States through Canada as the cheapest route.

The management of affairs in the United States having proceeded upon speculative principles, chiefly dependent upon credit which has not been supported, the result is, that their public works remain unfinished, and this apparent prosperity is cut short. In the meantime the British provinces, especially Canada, whose soil and climate are as good or better than those of the United States, and whose geographical position and internal water communications are superior, have been making steady and safe progress, and little is necessary to secure for them a high degree of prosperity, and a vast addition to British power in North America.

These considerations render it very important to take advantage of the present moment in directing the tide of emigration to the British provinces. The appointment of an active agent at New York would greatly promote this object. His time and attention should be entirely occupied in this way; and he should be furnished with regular and frequent reports from the Government agents in the British provinces, stating the demand that exists for labourers, the expense and facility of travelling, the value of property, and all other information useful to settlers, either men possessed of capital or otherwise; so that, upon full and impartial authority, emigrants may be able to judge how best to establish themselves on the British territories without losing their time and money in search of information.

I have, &amp;c.

To the Right hon. Lord Stanley.

(signed) Charles Franks, Governor.

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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Sir,

Downing-street, 26 November 1842.

CANADA.

I AM directed by Lord Stanley to acknowledge the receipt of your letter of the 11th instant, proposing that an active agent should be employed at New York by Her Majesty's Government to furnish information to emigrants on their arrival in that city, relative to the attractions offered to settlers by the British North American Provinces.

Lord Stanley has instructed me to acquaint you, in answer, that a full consideration of the proposal, in all its bearings, has induced him to think that the disadvantages outweigh the advantages to be anticipated from such an appointment, attended as it would be by a risk that an agent such as you contemplate would probably deem it his first duty actively to promote emigration from New York, without sufficiently advertg to the risk of overstocking the market, an effect produced by a very small excess of supply in a country, where capital is not very abundant. In addition to which, in the case of Canada, there would arise the further difficulty, that if any large number of settlers were induced to remove from New York, it would very much increase the uncertainty as to the extent to which emigration from this country could safely be encouraged. Lord Stanley, therefore, thinks that it would not be advisable to establish such an agency at New York; at the same time, however, his Lordship considers it very desirable that the authorities in Canada should keep Her Majesty's consul at New York periodically informed of the state of demand for labour in the province, the price of land, &c., in order that he may be able to communicate authentic information on those points to parties who may apply to him, and will bring the subject under the notice of the Governor-general.

I have, &amp;c.

Charles Franks, Esq.  
&c. &c. &c.

(signed) *G. W. Hope.*

— No. 33. —

(No. 28.)

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot* to  
Lord *Stanley*.

No. 33.

Right hon.  
Sir C. Bagot  
to Lord Stanley,  
22 February 1843.

Government House, Kingston,  
22 February 1843.

My Lord,

I HAVE had the honour of receiving your Lordship's despatch of the 28th November last, No. 287, enclosing copies of a correspondence which has passed between the Governor of the Canada Company and Mr. Under-secretary Hope, relative to a proposal made by the former, that Her Majesty's Government should employ an active agent at New York, for the purpose of inducing the British subjects arriving at that port from the United Kingdom, or returning thither from the United States, to settle in British North America.

As you Lordship has already, in the reply which Mr. Hope, by your directions, addressed to Mr. Franks, anticipated the main objection to this proposal, and pointed out the extent to which facilities may properly be given to British subjects at New York, by affording them the best accessible information as to the opening presented for advantageous settlement in Canada, I might have deemed it unnecessary to do more than to express my acquiescence in your Lordship's views, and to direct that such information should be periodically furnished to Her Majesty's consul at New York; but as opinions similar to those entertained by Mr. Franks, in favour of stimulating by artificial means an emigration of destitute labourers to these provinces, have been expressed in various quarters, and have even led to active measures for that purpose, I have deemed it right, after a full consideration of the subject with my council, to lay before your Lordship my opinion upon this subject, with the view of showing the extent to which it appears that the immigration of a labouring population into Canada can be prudently encouraged, and of endeavouring to avert the inconvenience and suffering which must arise from an excessive supply of destitute labourers.

One of the chief arguments in favour of using active means to induce labourers to emigrate to Canada, is founded upon the prospect of employment upon the public works; and the class of emigrants who are represented to have returned to Great Britain in such large numbers, because they could not find employment in the United States, are precisely those who, not having the means or inclination to settle upon land, would look to public works as the principal source of employment and support, if they were to come to Canada.

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A large



## CANADA.

A large portion, probably the largest, of emigrants from the mother country to the United States, has for some years past consisted of this class; of persons unwilling or unable to engage in any permanent occupation, and wandering from place to place as labour has happened to be in request. The public undertakings in the United States have for the last two years generally ceased, and those who were accustomed to be employed upon them, and who were a constantly accumulating number, have poured into Canada in greater numbers than could be received on the works. They have contended fiercely amongst themselves for employment, been subject to great distress, and have materially disturbed the peace of the sections of country in the neighbourhood of the public works, having, in several instances, rendered the presence of a military force necessary to prevent disorder and outrage.

The principle upon which the works in Canada are carried on is one of strict economy, and by contract, requiring the most open competition amongst the contractors, who in their turn employ such labourers as they find it for their advantage to engage; and the government has no power to prefer one class of labourers over another.

Little good has arisen from giving employment upon the public works to the labourers, or to the country, either in the United States or in this province, beyond the construction of the works and the supply of the immediate necessities of the labourers, the persons employed being generally committed to an unsettled and wandering life, indifferent as to whether they remained in the United States or in Canada, and, not having improved their circumstances by saving, they have remained as labourers, dependent for subsistence upon one source of employment, and liable to utter destitution upon its failure.

But nevertheless, in the particular direction in which they have been employed, they have advantages over the newly-arrived emigrant, in their habits, knowledge of the kind of labour, their accommodation to the climate, and even in their combinations; and the consequence is, that the principal number of labourers employed by the public contractors in Canada belong to the class formerly employed in like manner in the United States.

On the other hand, the labouring immigrants coming directly into the province from the British Isles, have generally been employed in agriculture, or have settled in the towns; or, when they originally possessed means, or afterwards acquired them, they have settled on land. In the great majority of instances they have improved in their circumstances, and have added to the strength and resources of the province by becoming a portion of its fixed population.

But the employment of agricultural labourers at wages must be limited by the amount of capital invested in agricultural pursuits. This resource has hitherto, happily, increased with the requirements upon it; so that, notwithstanding the great increase of immigration, employment has generally been found on diffusing the immigrants through the country, with some exertion on the part of the local agents, and on leaving the immigrants to their own exertions.

The conclusion, therefore, from past experience is, that a voluntary and unsolicited increase of even a labouring immigration may safely be permitted; but the government cannot begin a course of solicitation, or take other means of artificially inducing immigration, without pledging itself to provide for the increasing population, or without furnishing artificial means for that purpose; for although, as has been above remarked, the country has, naturally and without extraordinary means or material difficulty, received increased numbers of immigrants, yet, had all those who came to the United States been actively invited to come to Canada, the natural resources of employment at wages might have been surpassed, and great distress must have been the result.

Canada offers certain advantages to immigrants who bring with them sufficient money to enable them to become settlers upon land; and the numbers of this class may be increased with advantage to any possible extent. It may be said also, that the sum required would, in each instance, be small. The price put upon Crown lands in Upper Canada is, as I have apprised your Lordship in a former despatch, only 8s. an acre, and in parts of Lower Canada only 4s. an acre; yet, in the aggregate, it would far surpass any sum which could be appropriated for the purpose in Canada, or which could be furnished from England from private or public funds, independently of those possessed by the immigrants

immigrants themselves. Besides the expense of passage across the Atlantic, and transit into the interior, the settlement of 100,000 emigrants upon land given for nothing, that is to say, the furnishing such a number with provisions and other necessities until crops could be raised by the settlers, would probably not be effected for a million of pounds sterling, a sum which would be more than sufficient, if owned by the settlers themselves, and laid out with the economy attending private expenditure; and yet this sum would not be an extraordinary amount to be supposed in the possession of such a number of immigrants, none of whom were actually destitute. If the immigrants can bring such an amount with them, the country can receive them, and they can become prosperous without difficulty; but if they were to depend for their supplies upon public funds, the settling them upon land would be altogether impracticable.

If private companies, by means of subscriptions or shares, propose to purchase land, and to send emigrants to occupy them, in the expectation of repayment and of profit, it is not for the provincial government to interfere, however wild the speculation may appear.

In the Australian colonies, where an accession of population can only be gained by direct emigration from the mother country, where the expense of passage is too great to admit of persons undertaking the voyage, even upon moderate private means, where the supply of labourers at wages is far below the demand, and where the immigrants on their arrival must of necessity join the class of labourers, and have no possibility of retreat from the country, the pecuniary calculation of profit upon the introduction of an emigrant population at public expense, is as plain as the interest of a West India Island in the importation of slaves.

But in this province the only certain, and by far the cheapest, mode of procuring labourers is, by competing with the United States in the rate of wages. If labour were in demand in that country, it would be scarce and dear in the province; and now that in the United States labour is not in demand, there are plenty of labourers in Canada; and there is no possibility of preventing the ingress or exit of persons having no ties of property in either country.

If, on the other hand, the expense of the voyage be made a charge on the land to be acquired by an immigrant, and if he is expected to repay all advances made to enable him to settle on land, together with the price of the land, including its cost to the company, their expences and profits, the immigrant will find that he has made a bad bargain, which he has a manifest advantage in breaking, and which he can break effectually by crossing the boundary.

The Canada Company have never engaged in a speculation of this nature; they have sold land to people in the country, who possessed at least the means of feeding themselves in the first instance. Payments of the price of the land will probably be made after a lapse of time, and when the territory thus disposed of becomes thickly populated, the roads good, and markets attainable. If the company had undertaken to send out poor emigrants at its expense, and to furnish them with supplies, their capital would, ere this, have been hopelessly sunk. Yet an extensive outlay of this nature must take place before destitute labourers can be sent out, and placed upon land; and therefore an extensive influx of labourers,—the public works being shown not to be an available permanent resource,—must be calamitous, in proportion as it happens to exceed the current means of employing the immigrants at wages.

Those who possess means of settlement within themselves, require no care on the part of the Government, or of private associations. Inducements to prefer one country to another, held out under such circumstances, are invariably set down as arising from interested motives. They expose the parties offering them to reproach, in all cases of disappointment, whether of reasonable or absurd expectations; and to such reproach and the claims accompanying it, the provincial government should, on no account, render itself liable.

It appears from the report of the emigrant agent and from other sources, that the ease with which so large an immigration as that of last year was provided for, arose very much from the fact, that in numerous instances persons already settled in the country wrote to induce friends and relatives to come and join them; and even when the new-comers required assistance from the government fund to enable them to reach the place of their destination, yet there the aid which the preceding settled emigrants could at small expense afford, always

awaited



## CANADA.

awaited them, and their further advancement became easy. This quiet and natural course of procuring immigration is one from which the province will gain very great and yearly increasing advantage, provided no distress shall happen to be created by other emigration movements, made with the purpose of getting rid of surplus and destitute population, either for the advantage of the mother country or for the pecuniary profit of parties embarking their capital in the speculation, without care of what may afterwards become of the emigrants.

These considerations have led me to the conclusion, that it would not be advisable for the Government, by means of agents, or otherwise, to force an emigration of destitute labourers to this province. If money can be furnished to those who come, or if they have it of their own, they would not stand in the predicament of being destitute; but advice or persuasion is not sufficient for a beneficial purpose, and can scarcely be offered without an implied pledge which this province has no means of redeeming.

The opinion above expressed does not, however, extend to deny to the subjects of Great Britain who require information, any that Her Majesty's consul at the port of New York may be placed in a position to afford them. The progress of population in the province, the price of government land, the state of the immigrants of the past season, and of the current year, can be reported to him periodically, and I concur most fully in your Lordship's opinion, that every pains should be taken to keep him furnished with such returns as will enable him to satisfy those who may make inquiries of him. Such information has been periodically transmitted to England, and might, perhaps, be advantageously published at shorter periods than hitherto for the use of intending emigrants; and thus, while all knowledge essential to enable the latter to choose a place of destination will become attainable by them without difficulty, all reality and appearance of holding out interested and undue inducements for emigration to this province, and all hazard of an event so calamitous as the arrival of a numerous and destitute body of emigrants, beyond the means of the country to relieve, will be avoided.

I have, &c.  
(signed) *Charles Bagot.*

*P. S.*—It is almost unnecessary to state that there is at present no person in England holding the situation or authority of emigrant agent from this government, a fact which is perhaps as necessary to be publicly known there as it is in this province.

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— No. 34. —

(No. 16.)

COPY of a DESPATCH from Lord *Stanley* to the Right honourable  
Sir *C. Bagot*, G.C.B.

Sir,

Downing-street, 30 Nov. 1842.

SOME doubts having arisen as to the extent to which the privileges hitherto granted to military and naval settlers in acquiring portions of the public lands in Canada, may be affected by the Land Sales' Act recently passed by the Provincial Legislature, and it being desirable that full information on the subject should be possessed by the authorities in this country, I request that you will have the goodness to report to me, at your earliest convenience, 1st, Whether, under the present law regulating the disposal of lands in that country, any privileges in the acquisition of land are granted to military and naval settlers; and 2dly, If such be the case, whether a fixed extent of land is granted to them according to their rank, or a certain amount of purchase-money remitted to them.

I have, &c.  
(signed) *Stanley.*

No. 34.  
Lord Stanley to  
the Right hon.  
Sir *C. Bagot*,  
30 Nov. 1842.

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CANADA.

— No. 35. —

(No. 30.)

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot* to  
Lord *Stanley*.

No. 35.  
Right hon.  
Sir C. Bagot to  
Lord Stanley,  
23 Feb. 1843.

My Lord,

Government House, Kingston, 23 Feb. 1843.

HAVING taken the opinion of my council upon the questions proposed in your Lordship's despatch (No. 16) of the 30th November last, relative to the extent to which the privileges hitherto accorded to military and naval settlers continue to subsist under the present law for the regulation of the sale of lands in the province, I have the honour to submit the following report for your Lordship's information.

By the second section of the Provincial Act, 4 & 5 Vict. c. 100, intituled, "An Act for the disposal of Public Lands," it is enacted that, except as thereafter provided, no free grant of public land shall be made to any person or persons whomsoever.

By the 13th section it is enacted, that no new claims to land, founded upon any regulation or order of the government, shall be allowed or entertained, unless made before the 1st day of January 1843, except where the parties originally interested and claiming shall be under the age of 21 years on that day.

By the third section it is enacted, that all claims to free grants of land arising out of, or under the authority of, an order in council or regulation of the government now in force, shall be adjudged of, and determined by the governor, by and with the advice of the Executive Council.

And by the fourth section, provision is made for the commutation of such claims into scrip for nominal sums of money to be received upon sales of all lands of the Crown, the proceeds of which are not, or shall not be, set apart for any particular purpose.

Thus it is apparent that the second section above quoted takes away the power of the government to make any new regulation or order for the free granting of land to officers.

And that the 13th section put an end, on the 1st January last, to the preferring of new claims to free grants of land arising out of any regulation or order of the government then in force.

And that the third and fourth sections provide, not for the allowance of new claims preferred after the 1st day of January last, but for the allowance of old and new claims preferred before that time, which had become vested interests.

The order from the Colonial-office of the 15th August 1834 provided that, in buying land from the government, officers who should retire from the army and navy for the purpose of settling in the colony, should be entitled to certain remission in the purchase-money of lands bought from the Crown.

The distinction to be drawn between free grants of land and remission of purchase-money seems immaterial; and if any such distinction could be drawn, the surrender of the land revenue to the provincial Parliament would certainly make the concession illegal, in the shape of a remission of purchase-money belonging to that revenue.

I therefore agree with my council in the opinion that no new claim of any officer to a free grant of land or remission of purchase-money, not preferred before the 1st day of January last, can now be allowed.

The policy of the putting an end to free grants of land, except in particular cases specially mentioned in the Act, is obvious to any person who is acquainted with the land-granting system, and has had an opportunity of observing its effects on Canada. By way of rewarding services and of promoting settlement in the country, vast quantities of land have been conceded, beyond the means or inclinations of the grantees to occupy them. The lands thus conceded are uninhabited



CANADA.

inhabited and unimproved, and form a great obstacle to the settlement of the lands, remaining the property of the Crown; and a very large amount of claims for land remain to be made good in scrip, sufficient to prevent any revenue from sales of land for several years to come. This scrip will probably in many instances fall into the hands of persons actually wanting land for the purposes of settlement, and thus the evil of ownership without occupation of land, will in some measure be avoided; but much of it will no doubt be employed in speculative purchases, which will long remain an inconvenience and drawback to the province.

If this wasteful system, pursued for many years, had not deprived the Government of lands, in, or near the actual settlements, and had the provincial government now in its possession lands eligible for the occupation of officers, it would be desirable to encourage their settlement in the province by allowing them to acquire land upon favourable terms. But the sale of all the Crown reserves to the Canada Company, and the lavish and useless grants above alluded to, have left the Government destitute of land, unless in remote positions, where officers would not reside, and where, if they were granted land, these grants would be almost useless to them, and would form a serious obstacle to any settlement of the new country.

The officers who have come into Canada, and who have succeeded best, are those, who purchased from private landholders cultivated farms, or lands within the settled country. The lands which they procured for remission-money, remain in most cases in a state of nature; and in most of the instances where officers have undertaken settlement in the wilderness, they have spent all the money arising from the sale of their commissions, and have been reduced to poverty.

The provincial government has been for some time past endeavouring to place the back country in a condition for settlement. Its distance from the inhabited parts is the greatest difficulty; this is to be overcome, at a considerable expense, in making, or rather in opening roads, in building bridges, in supplying provisions to be sold to settlers, probably by building mills, and by giving small free grants of land on the new communications. All this would have been unnecessary, but for the improvidence of the early governments in divesting the Crown of lands not wanted for actual settlement, as well by grants made in early times, as by pledges to grant lands to classes of claimants then unborn. All attempts to form prosperous settlements in the interior must be in vain, if large tracts of land are permitted to be acquired by individuals, not to be occupied, but to remain wild, on speculation of a future price. The allowance made by the order of the 15th August 1834 does not seem large as a sum of money; but were even one officer of the army of each of the ranks therein mentioned to obtain land in a new township, the remission-money would purchase upwards of 7,000 acres, which if selected, as it would be, in favourable positions, would form a most formidable impediment in the way of actual settlers, while it would not to the officers be worth half the nominal remission-money. The continuing such a grant would be conferring a very small favour at a very great loss to the giver; and therefore, however deserving the retiring officers may be of reward for services, or of encouragement to colonise, the granting lands remaining in the possession of the Crown in Canada is not the mode of serving them. These observations seem necessary, to show that it was by no inadvertence that the grants to officers were discontinued. If officers choose to settle in Canada, lands can be purchased on easy terms from individual holders; and if the back woods should be chosen by any one of them as a residence, a very small sum will purchase from the Government more land than the officer can ever use or cultivate; but he will at least be in a country rapidly improving, instead of inhabiting a wilderness, caused by free grants to non-residents of his own class.

I have, &c.

(signed) *Charles Bagot.*

— No. 36. —

(No. 11.)

COPY of a DESPATCH from Lord *Stanley* to the Right honourable  
Sir *C. T. Metcalfe*, Bart. G. C. B.

No. 36.

Lord Stanley to  
Right hon. Sir  
T. Metcalfe,  
31 March 1843.

Sir,

Downing-street, 31 March 1843.

I HAVE the honour to acknowledge the receipt of Sir Charles Bagot's despatch of the 26th January, No. 16, transmitting the annual report of the chief agent for emigration to Canada for the past year, accompanied by an appendix and other enclosures.

Pursuing the practice adopted in former years, this Report upon Canadian Immigration has been presented to both Houses of Parliament.

It appears that on the whole the result of the emigration to Canada during the past year is satisfactory; and that, although the infractions of the late Passengers' Act have been numerous, they were for the most part of that description which will be obviated by the provisions of the new law. With the view of affording increased protection to the emigrants, it will be desirable that you should instruct the agent at Quebec to send to the Commissioners of Colonial Lands and Emigration in this country an immediate report of all cases of infraction which may hereafter occur, together with the result of the proceedings, if any have been taken in the province, in order that it may be determined what further steps it may be requisite or advisable to adopt in England, where the parties connected with the ships are under bond to the Crown.

It is intended to apply to Parliament for the sum of 2,244 *l.* sterling, in aid of the amount raised by the provincial tax for the relief of sick and destitute emigrants. It has appeared to Her Majesty's Government that the assumptions of Mr. Buchanan in respect to the emigration of this season, were sufficient to justify the reduction of the vote hitherto taken for this service; and that, as that officer did not consider that the expenditure of the present year could possibly exceed that of the past season, it was proper to reduce the estimate to the actual amount which was found to have been required during the last year. The proceeds of the emigrant tax being computed by Mr. Buchanan at 8,500 *l.* currency, and the amount required according to the expenditure of the last year, at 10,993 *l.* currency, a grant from Parliament of only 2,493 *l.* currency, or 2,244 *l.* sterling, was necessary to make up the probable deficiency of the tax fund.

£.	8,500	Estimated Provincial Tax.
	2,493	Imperial Vote.
	1,671	= £. 1,500 strlg. Imperial Vote.
	12,664	Currency.

You will observe that it is not proposed to make any alteration in the grant for defraying the expenses of local agents in Canada.

Sir Charles Bagot having stated in his despatch that the charge for the quarantine establishment at Grosse Isle ought to have been included in Mr. Buchanan's estimate of expenses, I would remark that there appears to me to be no charge which could with greater propriety devolve upon local resources, than that which is incurred in protecting the province from the introduction of infectious disorders; I should therefore recommend the exclusion of such an expense from the fund appropriated to the relief of the emigrants. I am also of opinion that the charge incurred in printing Mr. Abbot's pamphlet should not be borne upon the fund which is voted to defray the expense of local agents.

I have, &amp;c.

(signed) *Stanley*.

For Sir C. Bagot's  
Despatch, 26 Jan.  
No. 16, with the An-  
nual Report of the  
Chief Agent for Emi-  
gration to Canada, vide  
Papers relative to Emi-  
gration, ordered by the  
House of Commons to  
be printed 17 March  
1843, No. 109, p. 1.



CANADA.

— No. 37. —

No. 37.

Letter from  
Commissioners of  
Colonial Land and  
Emigration to  
J. Stephen, Esq.

LETTER from the Commissioners for Colonial Lands and Emigration to  
*James Stephen, Esq.*

Colonial Land and Emigration Office,  
9, Park-street, Westminster, 24 March 1843.

Sir,

WITH further reference to your letter of the 23d ultimo, we have the honour to state that we have perused and considered the various annual Reports therewith transmitted to us from Mr. Buchanan and the other emigration agents in Canada.

These documents, together with the well-digested statistical tables by which they are accompanied, furnish a complete view of all the circumstances connected with the immigration into the province during the past year. The following is a very brief summary of the principal results.

The emigration from the United Kingdom to Canada,

In 1842, was	-	-	-	-	-	-	-	44,374
In 1841, was	-	-	-	-	-	-	-	28,086
Increase last Year	-	-	-	-	-	-	-	16,288

To the whole number last year must also be added more than 6,000 persons who appear to have arrived from the United States; and the increase accordingly to the population of the province in one year cannot be stated to have been less than 50,000. Of the number who came from the United Kingdom only 2,529 were aided to emigrate by their parishes, by societies, or by friends; the remainder came out by their own means.

The proportion of Irish emigrants to those from Great Britain appears to have diminished. Last year it was about five to four, whereas in the preceding year there had been nearly double the number of Irish compared with English and Scotch; and on an aggregate of the last 14 years, the proportion appears to have been about six-and-a-half Irish to four of the others.

The proportion which the sexes bore to each other amongst the adult emigrants appears to have been about ten males to seven females.

The amount of tonnage employed is not given; but the number of ships appears to have been 322 in 1842, and 293 in the previous year; showing an increase of 39 in 1842.

The emigrants arrived for the most part in good health, having had favourable passages, and the mortality upon the whole does not appear to have exceeded three-fourths per 100 souls; the larger proportion of deaths occurring, as is usual in the removal of large numbers of people by sea, amongst infants and children under seven. 800 persons received medical relief upon their arrival, at the quarantine station, and at the hospital at Quebec.

The infraction of the Passengers' Act were numerous, but they were for the most part of that nature which, we hope, will be obviated by the provisions of the new Act. In one sense they may have seemed more numerous in proportion to other years than they really were, because owing to a recommendation from our Board, measures were agreed upon, and, we observe, were very efficiently carried out in Canada, for enforcing that provision of the Passengers' Act, which requires the number of emigrants to be limited, not merely by the tonnage of the ship, but by the size of the deck on which they live.

A proportion appears to have come of persons possessed of the means of living, and even of settling themselves upon land; but the majority of emigrants were in a state of great destitution. And a sum equal to not less than 12,388*l.* sterling was expended in relieving their wants, and in enabling them to proceed to the parts where their labour was required. Of this sum, however, it is right to mention that a sum equal to about 7,701*l.* sterling, was drawn from the proceeds of the emigrant tax.

The emigrants who settled in Canada West appear to have been nearly six times more numerous than those who remained in the eastern division. This great and almost sudden influx of labouring people caused, as might have been expected, a reduction of wages; but we are happy to observe that the chief agent is able to report his having reason to think that, at the conclusion of the year, few of the industriously disposed of the population remained without employment.

As

For the annual  
Reports of the  
Emigration Agents  
in Canada, vide  
Emigration Papers,  
ordered by the  
House of Commons  
to be printed,  
17 March 1843,  
No. 109.

As regards the future, the same officer entertains the opinion that the emigration of the present year to Canada will not fall short of that of the past. At the present moment we have reason to believe, that in this country much less activity prevails than at the corresponding period last year; but, on the other hand, Mr. Buchanan's anticipation would seem to be supported by the circumstances, first, That emigration to all the Australian colonies is for the present suspended; and next, because the greatest discouragement must have been given to emigration to the United States by the remarkable fact, which we find recorded in these documents, on the authority of Her Majesty's consul at New York, that from that port alone there returned to the United Kingdom during the past year, no fewer than 9,500 emigrants.

The prospect which Canada offers for those who are possessed of present means of support, and to a fair proportion of artisans who understand their business, appears to be as good as ever. Very small encouragement, however, or hope of employment is held out to the entirely destitute and unskilled labourer. Even as regards the public works to which such persons might naturally have looked, it appears that the contractors invariably prefer labourers accustomed to the country and to the usual mode of working, of whom they can obtain an abundance from the United States.

We have the honour to state that we shall take every means in our power to make generally known the information which we have here obtained concerning the prospects of emigrants during the ensuing year.

In conclusion, the only practical remarks which we find it necessary at present to offer, are as follows:

First, We have adverted to Mr. Buchanan's suggestion, that in consequence of the prevalence of contagious diseases on board of emigrant vessels, there should be a medical inspection of the emigrants previous to embarkation, and that persons supposed to be infected should be prevented from embarking. But we have to report that there are no funds for defraying the expense of such inspection, or for supporting the persons who should be prevented from emigrating after having secured their passages; nor, in the next place, is there any power by which such persons could be detained on shore if they wished to proceed.

Secondly, With reference to the infractions of the Passengers' Act, we would suggest that the chief agent at Quebec should be instructed to transmit to this country an early report of all cases which may occur, with the result of the proceedings, if any, in respect to them in the colony, in order that we may be able to judge how far any further steps may be requisite and advisable in this country, where the parties connected with the ships are under bond to the Crown.

We have, &c.

(signed) *T. Fred. Elliot.*  
*Edward E. Villiers.*



## NOVA SCOTIA.

— No. 1. —

NOVA SCOTIA.

(No. 72.)

No. 1.  
Viscount Falkland  
to Lord John Rus-  
sell, 3 May 1841.

COPY of a DESPATCH from the Right Honourable Viscount *Falkland* to  
Lord *John Russell*.

My Lord,

Government House, Halifax, 3 May 1841.

I HEREWITH transmit a copy of some resolutions of the House of Assembly  
of Nova Scotia, having relation to the present system of selling the public  
lands at auction.

I have, &c.  
(signed) *Falkland*.

Encl. in No. 1.

Enclosure in No. 1.

In the House of Assembly, 10 April 1841.

*Resolved*, THAT it is the opinion of this House that the system of selling public  
lands at auction ought to be modified or abolished, so that grants thereof may pass at once,  
and without the present delays, which are found to operate to the injury of immigrants  
from the United Kingdom, and to retard the settlement of the country.

*Resolved*, That it is the opinion of this House that it would be of great public advantage  
were his Excellency the Lieutenant-governor and the Executive Council authorised, as here-  
tofore, to permit the sale of public lands, under peculiar circumstances, at the minimum  
price of one shilling sterling per acre.

*Resolved*, That his Excellency the Lieutenant-governor be respectfully requested to  
bring the foregoing resolutions to the notice of Her Majesty's Government.

(signed) *John Whidden*, Clerk.

— No. 2. —

(No. 54.)

No. 2.  
Lord John Russell  
to Viscount Falk-  
land, 22 May 1841.

COPY of a DESPATCH from Lord *John Russell* to the Right Honourable  
Viscount *Falkland*.

My Lord,

Downing-street, 22 May 1841.

I HAVE received your Lordship's despatch, No. 72, of the 3d instant, enclosing  
some resolutions of the House of Assembly of Nova Scotia, relating to the  
present mode of disposing of the Crown lands.

You will inform the House that I am quite ready to agree to any plan for  
making the grants of land pass without delay, and I should not object to the  
minimum price being fixed in the same manner as in Canada. I enclose for  
your information copy of a Parliamentary paper, containing the regulations  
adopted by Lord Sydenham.

Whatever change may be decided upon, I apprehend it can only be effected  
by an amendment of the provincial law, 3 Vict. c. 12, relating to Crown lands.

I avail myself of this opportunity to remark that the Lieutenant-governor of  
Nova Scotia is deprived by that law of the power of granting the remission  
of purchase-money, formerly enjoyed by naval and military officers on settling  
in the province. I would wish your Lordship to consider the propriety of  
affording special encouragement to that class of settlers, and, if you should  
think it advisable, to propose to the Legislature a remission in their favour,  
according to the practice in New Brunswick.

I have, &c.  
(signed) *J. Russell*.

*Vide Papers relative to  
Emigration, ordered by  
The House of Commons  
to be printed, 8 August  
1840, No. 613, p. 94.  
Vide Act annexed.*

## CORRESPONDENCE RELATIVE TO EMIGRATION.

77

Enclosure in No. 2.

NOVA SCOTIA.

NOVA SCOTIA, 3 Vict. Cap. 12, No. 2,053.

Encl. in No. 2.

AN ACT to establish sundry Regulations for the future Disposal of Crown Lands within the Province of Nova Scotia, passed the 27th day of March 1840.

WHEREAS numerous settlers, subjects of Her Majesty in this Province, have gone into possession of lands belonging to the Crown, and have built on and otherwise largely improved the same, and it is just and proper that such persons should be enabled to acquire title to the lands so occupied and improved by them, on paying a reasonable purchase-money therefor. And whereas it will greatly facilitate the settlement and cultivation of other portions of the Crown lands in this Province, to establish regulations for the valuing and disposal thereof:

Preamble.

1. Be it therefore enacted, by the Lieutenant-governor, Council and Assembly, that it shall and may be lawful for the Governor, Lieutenant-governor, or Commander-in-chief for the time being, by and with the advice of Her Majesty's Executive Council, to appoint three or more persons in each and every county, who shall constitute a Land Board within the same, and the said persons, or any of them, from time to time, at pleasure, to remove, and to supply any vacancies caused by such removal, or by death, resignation or absence, by further and other appointments. And it shall be the duty of such Boards respectively to receive and collect all information within their said counties, touching the ungranted lands therein, their quality and description, and the real and *bonâ fide* value of the buildings and improvements on such portions thereof as are occupied by any person or persons whomsoever, and to receive all applications that may be made for grants thereof; and to ascertain and determine what ought, to the best of their judgment, to be the upset price of each and every lot so applied for, when the same has not been occupied or improved as hereinafter mentioned. And when the same has been occupied and improved to the value of not less than 20*l.* sterling money of Great Britain, by a subject or subjects of Her Majesty, occupying the same previous to the 1st day of January, in the year of our Lord 1840, then to ascertain and determine, to the best of their judgment what ought to be the price or purchase-money of said lot, with reference to its original value, independently of such improvements. And it shall further be the duty of such Boards respectively to transmit from time to time, to the Lieutenant-governor, or Commander-in-chief for the time being, all such information, applications and reports as to the value and price of ungranted lands, accompanied with such remarks as in their judgment will tend to facilitate the acquiring of title by *bonâ fide* and actual occupants as aforesaid, and the settlement and improvement of such portions of land as are fit for cultivation, and the sale for the best price of timber lands within each county respectively.

Three or more persons in each county to constitute a Land Board.

Boards to collect information and to receive applications for grants.

Information relative to ungranted lands to be transmitted by the Board.

2. And be it further enacted, That it shall and may be lawful for the Governor, Lieutenant-governor, or Commander-in-chief for the time being, by and with the advice of Her Majesty's Executive Council, to determine and settle, by an order in that behalf, the price or purchase-money, to be estimated as aforesaid, of all such lots of ungranted land as have been actually and *bonâ fide* occupied and improved to the value, and at the time herein mentioned, by a subject or subjects of Her Majesty, on the payment of which said price or purchase-money, so to be determined and ordered, within 12 months from the date of such order, by such *bonâ fide* and actual occupants, such occupants, their respective heirs or assigns, shall be entitled to receive a grant of such number of acres, not exceeding 200 in all, as may be specified in such order.

On payment of purchase-money occupants entitled to a grant not exceeding 200 acres.

3. And be it further enacted, That it shall and may be lawful for the Governor, Lieutenant-governor, or Commander-in-chief for the time being, by and with the advice of Her Majesty's Executive Council, to determine and settle, by an Order in that behalf, the upset price of all such lots of ungranted land as have been applied for, and have not been occupied and improved as aforesaid, such upset price to be in no case less than 1*s.* sterling per acre, at which said upset price, so to be determined and ordered, all such lots shall be offered for sale to the highest bidder at public auction, within the county wherein the lands respectively lie, due notice having been first given thereof in the Royal Gazette, and in three of the most public places of the county. And the purchaser or purchasers at such sales, their respective heirs or assigns, shall be entitled to receive a grant of the several lots knocked down to them at such auction, on paying the full consideration money therefor, in such manner as the Governor, Lieutenant-governor, or Commander-in-chief for the time being, by and with the advice of Her Majesty's Executive Council, may direct and appoint.

Unoccupied and ungranted lands to be offered for sale at an upset price.

4. And be it further enacted, That this Act shall be and continue in force for three years, and from thence to the end of the then next Session of the General Assembly.

To continue three years.

By his Excellency Lieutenant-General C. Campbell, Knight Commander of the Most Honourable Military Order of the Bath, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c. &c. &c.

I hereby certify that the above is a true copy of an Act passed in the last Session of the General Assembly.

Given under my hand at Halifax, this 10th day of April 1840, in the third year of Her Majesty's Reign.

By his Excellency's command,  
(signed) *Rupert George.*



NOVA SCOTIA.

— No. 3. —

(No. 84.)

No. 3.

Viscount Falkland  
to Lord John Rus-  
sell, 18 June 1841.

COPY of a DESPATCH from the Right Honourable Viscount *Falkland* to  
Lord *John Russell*.

My Lord,

Government House, Halifax, 18 June 1841.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch, No. 54, dated May 22d, 1841, stating that you have no objection to the minimum price of lands being fixed in this province in the same manner as in Canada, and enclosing, for my information, a copy of a Parliamentary Paper containing the regulations adopted in this respect by Lord Sydenham.

I will immediately bring the subject under the consideration of the Executive Council, in order that such improvements in the existing system of disposing of Crown lands as shall be found practicable, without an amendment of the provincial Act of 3 Vict. c. 12, may be at once made; and I shall be prepared, on the meeting of the legislature, to submit for adoption any further modifications which may be necessary to prevent delay in the passing of grants, but which cannot be effected without the aid of the provincial parliament.

In reference to the latter part of your Lordship's despatch, I would beg leave to direct your attention to the correspondence between this government and the Colonial Office, noted in the margin, by which it will be seen that to encourage the settlement of officers of the army and navy in Nova Scotia, that class of persons are allowed in this province free grants of land on the same terms as formerly, instead of the remission of part of the purchase-money, to which in other colonies they are entitled; and any alteration of the existing practice in the sale of Crown lands in this colony will not therefore be required to meet your Lordship's views of affording special encouragement to such settlers.

I have, &c.  
(signed) *Falkland*.

1.  
Mr. Jeffery to Mr.  
Spring Rice,  
17 February 1834.

2.  
Lord Monteaule  
to Sir C. Camp-  
bell, 2 Aug. 1834.

3.  
Sir C. Campbell to  
Mr. S. Rice,  
12 August 1834.

4.  
Mr. Spring Rice to  
Sir C. Campbell,  
3 September 1834.

— No. 4. —

(No. 61.)

COPY of a DESPATCH from Lord *John Russell* to the Right Honourable  
Viscount *Falkland*.

My Lord,

Downing-street, 19 July 1841.

I HAVE received your Lordship's despatch, No. 84, of the 18th June, reporting the measures which you have taken for executing my instructions relative to the price to be set on waste land in Nova Scotia, and to the issue of title deeds to the purchasers.

On referring to the resolutions of the House of Assembly which occasioned those instructions, I perceive that the Assembly are desirous that you should be authorised "to permit the sale of public lands under peculiar circumstances at the minimum price of 1 s. sterling per acre." I am not aware what may be the peculiar circumstances contemplated by the House of Assembly, but I observe by the official Return for 1839, that upwards of 19,000 acres were sold in that year, and are reported to have fetched about 2 s. an acre. So long, therefore, as any sales could be effected at that price, it would seem injudicious to lower it. Looking at the price of land in New Brunswick, and to the still higher price established in Canada, and generally to the increased interest attaching to the North America colonies, I should be inclined to think that it might, at no distant period, be found expedient to raise the price of land in Nova Scotia. It also appears to me that if one universal price be adopted in that province, it ought, as in all other colonies where that system has been introduced, to be higher than the minimum at which land had been offered to the public at auction. Upon this point, however, local knowledge is of so much importance, that I would wish you to consider and report to me your opinion how far it might be expedient to give effect to the wish of the House of Assembly.

I have apprised the General commanding in chief of the encouragement held out to officers of the army to settle in Nova Scotia.

I have, &c.  
(signed) *J. Russell*.

No. 4.

Lord John Russell  
to Viscount Falk-  
land, 19 July 1841.

— No. 5. —

(No. 20.)

COPY of a DESPATCH from the Right Honourable Viscount *Falkland* to Lord *Stanley*.

No. 5.  
Viscount Falkland  
to Lord Stanley  
21 December 1841.

My Lord,

Government House, Halifax, 21 Dec. 1841.

LORD JOHN RUSSELL having desired in his despatch, numbered 61, dated 19th July 1841, that I will give my opinion as to how far it may be expedient to give effect to the wishes of the House of Assembly here (as expressed in the Resolutions of that House, transmitted by me on the 3d of May last, with my despatch No. 72,) in regard to the sale of Crown lands, I have given the subject my best attention, and beg to offer the following observations for your Lordship's consideration.

The attempt to decide in what mode the disposal of Crown lands should be regulated, is attended, in as far as relates to Nova Scotia, with difficulties which are not felt, or at any rate not felt in an equal degree, in the other North American colonies; these difficulties arise from the inferior quality of the disposable land, and from the poverty of the greater number of settlers who come to this country, they being generally of a different class from those who emigrate to New Brunswick or to Canada, and possessing frequently no wealth but their labour. Emigrants of this description squat as a matter of course, nor has the Government in general the means of preventing their doing so even on Government lands, as they proceed at once to the wilderness, where it would be difficult to track, and next to impossible to dislodge them, for if traced and driven from one spot by means of an expensive and tedious legal process, they would immediately occupy a lot of land a few yards distant, and the same measures would have to be again resorted to until far more than the value of the land had been expended in its protection, which after all would not be secured against the very next intruder. But the settler who wishes to establish himself without paying for the ground he occupies, can do so unembarrassed by any fear of opposition on the part of the Government: enormous grants of wild land having been made to absentees, who have no representatives in Nova Scotia; he has only to fix his habitation on one of these tracts, and reside in security, undisturbed either by the Crown or by the legal owner of the soil.

The foregoing remarks are more particularly applicable to the island of Cape Breton, and an illustration of the statement I have made with regard to the poverty of the emigrants who visit that part of this colony, and their disposition to settle illegally, is afforded by what has lately taken place there. Having received intelligence from the member for the county of Cape Breton that a body of strangers amounting to upwards of a thousand had landed, and that it was probable they would, if not located according to law, spread themselves over the island, and take possession of unoccupied lands without authority, I consulted the Executive Council, and with their concurrence directed notice to be sent to the deputy surveyor-general resident at Sydney, that the usual regulations with respect to sales by auction should be dispensed with, and, as will be seen by a copy of a letter of the provincial secretary, which I now enclose (see paper marked No. 1), instructed that officer to establish the new-comers without delay on Crown lands, charging the usual upset price of 2*s.* 6*d.* sterling per acre.

Mr. Crawley in his answer, (see paper marked No. 2) states, and his statement is corroborated by the letter of Mr. Dodd, a member of the Executive Council resident at Sydney, a copy of which I enclose (see paper No. 3), that the number of emigrants who have arrived during the present year in Cape Breton is about 1,500; that they are chiefly natives of the Hebrides, of the poorest class; that they have neither power nor inclination to purchase land; and that the greater number of them are already settled on one of those large grants held by absentees, to which I have before alluded. But too many of the emigrants who resort to Cape Breton are of the class of these poor people, the evils of whose condition Mr. Dodd truly describes; nor am I able to point out any regulations, in respect of Crown lands, which could either beneficially affect them, or promote, in their instance, the interest of the province.

The reason of the difference between the circumstances of those who come

No. 1.

No. 2.

No. 3.



NOVA SCOTIA. as settlers to this colony, and the circumstances of those who go to the other North American Provinces, is not very apparent; but this difference appears to me to spring from several causes, such as the fisheries that are established all round the coasts of Cape Breton, and on the western shore of Nova Scotia, which at once afford a subsistence to those accustomed to similar pursuits in Europe; the inferiority of the disposable land in this province, as compared with that to be obtained either in Canada or New Brunswick; and, lastly, the greater obstacles which are here opposed to the speedy settlement of the agricultural emigrant, by the want of general surveys and the system of sales by auction. The regulations I am about to propose would remove some of these obstacles, although they could of course neither improve the character of the soil nor mitigate the inconvenience arising from the want of sufficient surveys, which inconvenience is felt here infinitely more than in either Canada or New Brunswick, the local legislatures and land companies having caused extensive surveys to be made in each of those governments. The evils existing here, and arising from a deficiency in this respect, cannot be remedied (unless indeed the Imperial Government should interfere) without the action of the House of Assembly, and of this there is but little hope; for although what is stated of the Canadas in Appendix (B.) to Lord Durham's Report on the Affairs of British North America, p. 30, may with equal truth be asserted of the greater part of Nova Scotia, viz. that "with very few exceptions no man can be said to possess a secure title to his land, or even to know whether the spot upon which he is settled belongs to himself, his neighbour, or the Crown;" the evils which must arise from this cause will be perpetuated, on account of the expense to be incurred in their removal, 'a strong disinclination existing in the House of Assembly here to grant money for surveys, which disinclination arises from the fact that little or no revenue is derived from the sale of Crown lands, only 2,720*l.* 11*s.* 6*d.* currency, or 2,176*l.* 9*s.* 3*d.* sterling, having been paid to the casual revenue from this source during 10 years, as the produce of sales in Nova Scotia Proper, the expenses of the surveyor-general's department absorbing the remainder, while nothing whatever has been derived from Cape Breton during the same period; added to this, the feeling is very general throughout the community, that a settler, however poor, is a benefit to the province, and that settle in what manner he may, he ought to be encouraged and not molested. Further, it is thought that the land is not in general of sufficient value to pay by its sale the additional expenses of accurate general surveys, as, surveyed or not, Nova Scotia would probably be visited only by the same description of settlers as at present, the better soil and climate of Canada and the United States still continuing to attract the more opulent. These conclusions may be just or not, but it is certain that so long as such sentiments influence the public mind, no grants for surveys are to be expected from the local legislature.

It may be a matter of doubt whether it is desirable to encourage emigrants who have not the means to buy land, to come to a country where it is to be obtained (legally) only by purchase, where such strong temptations to illegal occupation subsist, and in which, unless they do by some means or other establish themselves as cultivators, destitution must inevitably be their portion, fishermen only being exempted from the general calamity. Independent, however, of its being uncertain that any laws or regulations, could prevent their coming in times when a succession of bad seasons and failing crops at home has left them no alternatives but emigration or starvation, the medium through which the question is viewed by the provincial politician would render it most difficult to carry through the legislature any provisions having such a tendency.

The feeling is almost universal, that vast portions of the best land in the province, which would be most likely to tempt the emigrant in easy circumstances to fix himself permanently, and the improvement of which would conduce to the general advantage, are held by individuals who contribute in no way to the prosperity of the colony, with which in many instances they are totally unconnected, except in so far as their legal rights interfere with the public interests; while the squatter brings with him, if he bring nothing else, at least the ability to support the privations incidental to the settlement of a new country; and that although he may probably lead a life of poverty and hardship himself, the children of such an individual will form a valuable addition to the population, and therefore if not absolutely fostered and protected, he should at all events not be severely dealt with.

The

The Nova Scotian is thus naturally inclined to look with indulgence on the unlawful appropriation of land unprofitably kept out of cultivation, and the public sympathy is enlisted in favour of the offender. What the ultimate consequences will be to the squatter himself, or to the public, does not seem ever to be thought of: the endless lawsuits, and the numerous acts of oppression which must take place, when the owner of the land, long unlawfully occupied, but cleared and improved by the occupier, shall claim his own, and take advantage of the years of toil bestowed upon it, the odium which must attend the enforcement of the law, and ultimately rest on the government, being all lost sight of by the native of the colony in his desire to see his country advance with rapidity.

Having found my inability to cope with the difficulties arising from the want of sufficient general surveys, or from the sudden influx of emigrants of the description of those who have lately come to Cape Breton (and it will be presently seen that few with greater means come to Nova Scotia proper), I have applied myself to remedy such obstacles as I could hope to remove by new regulations in the case of emigrants arriving with the intention of becoming settlers by purchase, or of natives wishing to become proprietors. Returns which I now enclose (see papers marked No. 4) show that these latter form a very great majority of the purchasers of Crown lands in Nova Scotia proper, during the years 1839, 1840, and 1841; 224 persons having become purchasers of Crown lands, to the extent of 26,165 acres, during those three years; while the number of emigrants or strangers among the buyers is but 18, or only about eight per cent., the number of acres sold to Nova Scotians being 24,569, and to strangers 1,596, or in the proportion of more than 15 to 1. Returns of a like nature relative to Cape Breton (see paper marked 5) show a dissimilarity in this respect, the number of purchasers of Crown lands in the island during the years 1838, 1839, and 1840 (it having been found impossible to get an accurate return for the present year in time to forward it by the next packet) having been 164, of whom 116 were strangers, and only 49 natives; while the total number of acres sold is 16,188, the quantity bought by strangers is 11,831 acres, and by natives 4,357. But it will be seen by Mr. Crawley's letter, attached to these returns, that the majority of those reckoned as strangers have been from 12 to 18 years in the country, and many had arrived while children with their parents, and may therefore be considered as Nova Scotians, the immediate descendants of settlers, a class to which I have already referred as constituting a most valuable portion of the population of a new country. The purchasers alluded to by Mr. Crawley were, it appears, though illegally, occupiers of Crown lands, which they have now bought, and are therefore contradistinguished from the 3,000 stated to have arrived within the last three years, of whom not a single individual has purchased land; and I learn from the best authority that they never can buy the land on which they are located, unless at an exorbitant price, as they have fixed themselves not on Crown lands, but on tracts already granted to others, who, in the price they may hereafter demand, will add to the original cost of the land the value which the squatter will have himself given to it by his labour. Mr. Crawley has received information that 3,000 more pauper emigrants may be expected in Cape Breton next summer; and if, as will doubtless be the case, there being no means of preventing their so doing, they settle on land already granted to absentees, there will be in that island a population of 6,000 so settled, whom the enforcement of the rights of the original grantees, or of their representatives, would consign to the most abject misery, after perhaps many years of toilsome industry, and who would in consequence be rendered discontented subjects.

Taking the facts set forth in the above returns in conjunction with what I have before said as to the quality of the land, and adverting to the amount actually received from the department of the surveyor-general, it seems impossible to regard the question as one of any material importance as connected with the revenue; and I have therefore looked at it with a view to determine by what mode of disposing of Crown lands the greatest benefit may be derived to the province in other respects.

There can be little doubt that the more immediate the settlement of these lands the greater will be the advantages resulting from them, provided always that the settlement is conducted on principles sound in themselves, and adapted to the local peculiarities of the colony. I have endeavoured by every means in

NOVA SCOTIA.

No. 4.  
A. to C.No. 5.  
A. to C.

No. 6.



NOVA SCOTIA. my power to arrive at a just conclusion as to what those principles should be, and I am of opinion, that considering the comparative sterility of the soil, and the impediments offered by the climate to agricultural pursuits, and having regard to the better climate of a great part of Canada and the United States, that in the regulations to be established here, three things should be specially kept in view, and these attained, that the emigrant should receive every possible encouragement, being allowed to obtain the land of Nova Scotia at the lowest price which the expenses attendant on the local surveys necessary to his own security will admit of.

The first thing to be aimed at is the maintenance of the relative proportionate value which the soil bears to that of the neighbouring provinces and states.

This value is, I have every reason to believe, so low, that the mere expenses of the local surveys nearly equal it, and therefore I need dilate no further on this point.

The next point to be looked to is the prevention of large purchases of land by speculators; and the third to which attention should be directed, after having removed every vexatious impediment to the speedy acquisition of land by the settler, is

The discouragement of a desire on his part to become possessed of more than he can occupy and cultivate, profitably to himself.

I think these objects may all be compassed, and I am prepared to recommend, for reasons which I shall presently state,

First, That sales of Crown lands by auction should be discontinued, as is already the case in Canada.

Secondly, That one fixed and uniform price of 1 s. 9 d. sterling should be adopted as a general rule in respect of all agricultural lots, the Crown reserving the right, to be however cautiously exercised, of selling by auction, or by private sale, at an enhanced price, quarries, mill seats, or such portions of land as circumstances have endowed with an adventitious value, care being taken that when the superior value of a lot is discovered by an individual, but for whose enterprise or exertions it would have remained unknown, that he should in such case have the full benefit of his discovery.

Thirdly, That the price should in all instances be paid at once, the title to the land being perfected and delivered at the time of sale. I conceive that sales by auction should be discontinued here, for the reasons given by Mr. Baldwin Sullivan in his evidence, published at page 108, Appendix (B.) to Lord Durham's Report on the affairs of British North America, viz. that "the sale by auction is, in as far as relates to the raising the value of the land, in reality a cumbrous dead letter, from which the public derives no advantage, while the settlers are seriously delayed in their locations; the minimum price in this country being in fact the maximum, competition rarely if ever taking place, the bidders at these sales considering it a duty they owe to each other not to bid up these lands where there is so much choice." That these reasons apply to Nova Scotia experience has fully proved. It has been found likewise that the difficulty in obtaining land at once encountered by the settlers, causes them often to expend their means before they have an opportunity of purchasing, when being destitute, they squat; the facilities for doing so that are afforded by the vast grants of unoccupied land, I have already described. I think 1 s. 9 d. sterling per acre is a fair price.

High enough; because experience has proved it to be sufficiently so to prevent extensive tracts being bought up by speculators, or to deter the emigrant from seeking to acquire land in greater quantities than his means will allow him to cultivate with profit, (if, however, it were hereafter found to be necessary, regulations that would ensure this latter effect might easily be framed,) while I believe it to be the full value of the land, in proportion to the price paid for the better soil of Canada and the United States, the value of land in which countries, more especially the latter, must always have an influence on the price here.

Not too high; because it has not prevented the purchase of land by the most valuable class of agricultural settlers, born Nova Scotians, and because a less amount than that produced by the sale of land at this rate would scarcely defray the expenses of the Surveyor-general's department; surveys of isolated lots being rendered expensive by the distance it is sometimes necessary to travel in order to make them.

Whether

Whether or not the purchase-money should be payable at the time of sale is a question which cannot be determined here on the same grounds that appear to have led to its decision in Canada, the land in this province being never "purchased for the mere sake of the timber, and then abandoned;" a practice to which Mr. Buller alludes, p. 34, Appendix (B.) to Lord Durham's Report, as having prevailed to a considerable extent in other colonies, there being no timber in Nova Scotia of sufficient value to induce such a custom; neither is there any danger of converting, by the indulgence of instalments, a number of people into "indigent and useless farmers," who, without such indulgence, "would become useful labourers," (p. 25. Appendix (B.) as this country would not absorb labourers, the labouring emigrant (except in the case of fishermen) being, as I have before stated, unable to procure money by his labour, which is only productive to him in case he obtains land. The advantages or disadvantages likely to result from the system of prompt payment must, therefore, be weighed apart from these considerations; and I have had no difficulty in arriving at the conclusion that prompt payment should always be insisted on, were it only because it has been found to be next to impossible to obtain payment by instalments in the great majority of instances, not only here, but in Canada, and that while a class of national debtors is thus created, and the emigrant is induced to acquire land in too great quantities, the uncertainty of ultimately enjoying the reward of the labour he has expended upon it, has a disheartening effect, and renders him less strenuous in his exertions.

By what I have said it will be evident, that while I agree with the House of Assembly as to the propriety of abolishing sales by auction of Crown lands, except in very peculiar cases, I would advise that the price of Crown lands in Nova Scotia should be reduced from 2*s.* 6*d.* to 1*s.* 9*d.* sterling per acre, being the price at which land was, until lately, sold here; and that I do not concur in opinion with the House that it would be a great public advantage were "the Lieutenant-governor and Executive Council authorized, as heretofore, to permit the sale of Crown lands under certain circumstances at the minimum price of 1*s.* per acre," because the cases are very few in which it would be right to grant such an indulgence, and when they do occur, may easily be referred by the Lieutenant-governor to the Secretary of State; and because I am apprehensive that such a practice once introduced, augmenting by degrees, would tend to lower the price of land generally to 1*s.* per acre, and thus produce many of the evils to be dreaded from too low a price, while a sufficient sum would not be afforded by the money paid for the lots to defray the expenses of such surveys as are absolutely necessary even for the partial security of the purchaser.

I have, &c.  
(signed) *Falkland.*

Enclosures in No. 5.

Encl. in No. 5.

(No. 1.)

Sir,

Provincial Secretary's Office, Halifax,  
20 October 1841.

REPRESENTATIONS having been made to his Excellency the Lieutenant-governor, that many emigrants have arrived this season in Cape Breton, who are desirous to become settlers upon Crown lands, and who would be put to great expense and inconvenience should they be obliged to go through the regular routine of application and waiting for the sale of lands, besides which, the season would elapse in which it is highly desirable the preliminary steps for clearing the lands should be taken. His Excellency has fully considered the subject in Council, and has commanded me to give you directions to make immediate private sale of lands at the disposal of the Crown in Cape Breton, to such persons, emigrants, as may have arrived in the island during the current year, for the purpose of becoming settlers; the land to be disposed of at the upset price of 2*s.* 6*d.* sterling per acre, in lots not exceeding 200 acres to any one head of a family, or single person desirous of making a settlement by himself, and payment to be made in the same manner as is now done upon the sale being made at auction. I am also directed by his Excellency to request you, without delay, to make for his information a report as to what lands are at the disposal of the Crown, and may be made available for the above purpose, and stating what measures may in your estimation be most advisable on the part of Government,



NOVA SCOTIA. ment, in relation to persons situated as those alluded to, arriving in the island, and wishing to become settlers without delay.

H. W. Crawley, Esq.,  
Commissioner of Crown Lands, &c. &c. &c.  
Sydney, Cape Breton.

I have, &c.  
(signed) John Whidden.

(No. 2.)

Sir,

Sydney, C. B. 27 Oct. 1841.

I HAVE the honour to acknowledge your letter of the 20th instant, signifying to me the Lieutenant-governor's permission to dispose at private sale of such lands as may be required by emigrants arriving in this island during the present year, and requiring for his Excellency's information, a report of the Crown lands which may be free for settlers, and a statement of the measures which may appear to me advisable to facilitate their settlement.

As far as I have been able to learn, the emigrants who arrived during this year amount to about 1,500 in all, children included, and are chiefly natives of the Hebrides of the poorest class. There has not been an inquiry for land made at this office from more than two or three of these people, and they confessed that their intentions were not to purchase, but to ascertain where vacant land was to be found, in order that they might immediately settle on it, without purchase or permission. I understand that the greater number of them repaired, soon after their debarkation, to the tract of land known as the old Mira Grant, which is the common resort and resource of those Scotch emigrants, who are not in circumstances to acquire land by purchase, and where, as the proprietors are absent and the government does not interfere, the strongest helps himself, and the weak takes what is left him.

It is therefore, I think, improbable that the people who have arrived the present season will avail themselves of his Excellency's considerate permission. I have nevertheless prepared a list of the principal tracts of land fit for settlement remaining at the disposal of the Crown, deducting such portion as I consider may be already occupied by persons settled without leave; but I should distinctly state, that in making this deduction I am obliged to proceed, in a great measure, by conjecture.

These lands are nearly altogether what is called rear land, not having a front on the water or on a road; and, in my opinion, the most efficacious mode of assisting inquirers for suitable lots, would be to cause the several tracts to be explored in the first instance, in order to determine the most advantageous localities in each tract; afterwards to run direct lines through the best land thus ascertained, marking the trees conspicuously along the whole length of the lines, which would serve as base lines for future surveys, and on which the width of the lots, on either side of the lines, should be pointed out, by cutting the numbers on the trees at intervals of a quarter of a mile. These lines would unerringly conduct the stranger through the forest; and he could at any time indicate the lot he had chosen, by taking note of the nearest number.

This measure might be very advisable, if purchasers were to be found to repay the outlay; but, as matters stand at present, I fear that its adoption would but conduce to the seizure of the remaining Crown lands, by persons who set the Government at defiance, in the same manner as possession has been already taken of so great a portion of those lands throughout the island.

John Whidden, Esq.  
&c. &c. &c.

I have, &c.  
(signed) H. W. Crawley.

(No. 3.)

Sir,

Sydney, Cape Breton, 14 November 1841.

I HAVE the honour to acknowledge the receipt of your letter of 20th October, requesting me to communicate, for the information of his Excellency the Lieutenant-governor, the state of the emigrants that arrived at Sydney this season, and how their intentions of becoming settlers may have been affected by the present Crown Land Regulations; and, in reply, I beg leave to state that, with few exceptions, all the emigrants arriving this season at Sydney, came from the Western Islands of Scotland, possessing means the most limited, and, with few resources within themselves, beyond the ability to undergo privations peculiar to the settlement of a new country. The little property they possessed in Scotland was sold to realize a sufficient sum to defray the expenses of their passage to Cape Breton, and the emigrant agents, as they are called, were heartless enough to impose upon these poor people, by making them pay before their embarkation, the head money formerly levied by an Act of the Legislature of this province, but which was repealed last winter, and thus leaving them, on their arrival here, so perfectly destitute of means as to throw them on the bounty of others for the expense of transporting their families and luggage to the residence of their friends in the interior of the country, who will be obliged to support them until next year: fortunately the potato crop has been abundant this season, and consequently there is no apprehensions of their being in immediate want; nearly the whole number, 1,500 that arrived this year, are now residing in the county of Cape Breton, and the only portion

CORRESPONDENCE RELATIVE TO EMIGRATION. 85

portion of them requiring the assistance of Government, are those at Cape North, whose NOVA SCOTIA. case is already under the consideration of his Excellency.

The operation of the Crown Land Regulations do not at present affect these poor people, for to purchase land is quite beyond their means, indeed, so much so, that if Government allowed them to settle on Crown lands, by merely paying the former price of a ticket of occupation, they could not do so, and, like hundreds of their countrymen that have preceded them, they settle without permission upon any lands they find unoccupied; the tendency of which will be eventually to involve them in litigation with private proprietors, or otherwise, if the present system of sale of Crown lands is continued, of having their improvements sold to any person disposed to make the usual application, and who will risk the purchase at public auction by the Commissioners of Crown Lands, and thus after several years of extreme suffering and hardships they will find themselves deprived of their only means of support, and again be compelled to undergo all the misery incident to the settling upon wilderness lands. How those evils are to be altogether remedied it is difficult to suggest, but I cannot help thinking, if an accurate survey of all the ungranted lands in the island capable of cultivation was made, that some regulations might afterwards be enforced by Government, which would secure to those unfortunate persons the extent of their improvements, and at the same time give to the Crown an equivalent.

That some immediate measures on the part of the Government are necessary is evident, from the fact, that at the present time there are several thousand persons in this county settled upon Crown lands without authority; and next year, I am informed, double the number that arrived this may be expected in Sydney, whose circumstances are not likely to be better than those that have preceded them, and who will follow the example of settling upon any lands they find unoccupied.

John Widden, Esq.  
Deputy Secretary, &c. &c. &c.  
Halifax.

I have, &c.  
(signed) Edward M. Dodd.

(No. 4, A.)

A RETURN of the LANDS sold by the Crown during the Year 1839, with the Names of the Purchasers, specifying whether Nova Scotians or Strangers.

Purchasers.	Counties.	No. of Lots.	Number of Acres.	Strangers.	Purchasers.	Counties.	No. of Lots.	Number of Acres.	Strangers.
Donald M'Lennan -	Halifax -	1	160		Augustine Comeau -	Digby -	2	501	
Abraham Patterson -	Colchester -	1	100		James Elderkin -	King's -	3	440	
John Coolen -	Halifax -	1	1		John Fowler -	Ditto -	2	250	
John James Boutilier -	Ditto -	1	100		John M'Dade -	Ditto -	1	100	
E. B. Cutten -	Cumberland -	1	200		Robert Ward -	Ditto -	1	100	
James Chappell -	Ditto -	1	100		Stephen Read -	Cumberland -	1	100	
James Drouett -	Yarmouth -	1	200		Donald M'Kay -	Ditto -	1	100	
Martin G. Black -	Halifax -	2	water lots		Rufus Brundidge -	Ditto -	1	130	
John E. Fairbanks -	Ditto -	1	ditto		Stephen Lenman -	Ditto -	1	100	
Fred. E. Boutilier -	Lunenburg -	1	100		Abra. Thompson -	Ditto -	1	100	
William Ross -	Ditto -	1	300	- - An emi-	William O'Brien -	Ditto -	1	100	Am doubtful.
David Tied -	Cumberland -	1	120	grant, but	Michael Davis -	Shelburne -	1	32	- - An emi-
Ichabod Betts -	Ditto -	1	100	several years	Lothrop Freeman -	Queen's -	1	60	grant, but 20
William M'Nutt -	Ditto -	1	100	since.	John Newcomb -	Halifax -	1	38	years since.
William Quigley -	Ditto -	1	100		Alexander Stewart -	Ditto -	1	100	Doubtful.
Robert Donkin -	Ditto -	1	150		Cecil Godet -	Digby -	1	300	
Sutcliffe Minard -	Queen's -	1	200		Robert Harrison -	Cumberland -	1	100	
John Minard -	Ditto -	1	200		John Knowlton -	Ditto -	1	130	
E. P. Freeman -	Ditto -	1	100		Randall M'Donald -	Queen's -	1	160	
Peleg Freeman -	Ditto -	1	100		Patrick Jones -	Ditto -	1	100	
Benjamin Annis -	Ditto -	1	120		John and W. Chisholm -	Sydney -	1	-	
E. C. Barss -	Ditto -	1	600		Catherine M'Niel -	Ditto -	1	100	
Samuel Freeman -	Ditto -	1	132		William Carrigan -	Ditto -	1	100	
Stewart Freeman -	Ditto -	1	100		Amos Black -	Cumberland -	1	400	
Freeman Park -	Ditto -	1	135		James Elderkin -	Ditto -	1	190	
James Elderkin -	King's -	1	125		Mathew Brown -	Ditto -	1	100	
John Vaughan -	Ditto -	1	107		Randolph Morris -	Ditto -	1	100	
John Fowler -	Ditto -	1	100		Conrad Shelnut -	Halifax -	1	50	
John Woodworth -	Hants -	1	162		Richard Preston -	Ditto -	1	100	
Randall M'Donald -	Queen's -	1	100		John Joyce -	Colchester -	1	200	
Robert Robertson -	Ditto -	1	100		Philip Awalt -	Lunenburg -	1	40	Doubtful.
Michael Robertson -	Ditto -	1	100		John Levine -	Halifax -	1	100	
Thomas Kempton -	Ditto -	1	100		Dome Boudreau -	Yarmouth -	1	31	
William Butler -	Ditto -	1	100		Charles Darland -	King's -	1	100	
Barnabas Miles -	Ditto -	1	100		James M'Alpine -	Digby -	1	100	
Conrad Weagle -	Lunenburg -	1	100		Hugh M'Kay -	Shelburne -	1	50	- - An emi-
James Mereton -	Ditto -	2	250						grant, out 20
Elisha Doliver -	Ditto -	1	100						years since.
John C. Rice -	Ditto -	1	water lots						Doubtful.
James M'Commistry -	Shelburne -	1	200		James Munro -	Colchester -	2	300	
Caseton Solnier -	Digby -	1	248						
						TOTAL -	85	10,612	

I have no doubt that, with the exception written in the above Return, the purchasers are Nova Scotians or very old settlers.

Department, Crown Lands, 15 Nov. 1841.

John Spry Morris, Commissioner Crown Lands.

78 purchasers; 10,612 acres of land. Six purchasers supposed to be strangers.

J. S. Morris.



(No. 4, B.)

A RETURN of the LANDS sold by the Crown during the Year 1840, with the Names of the PURCHASERS, specifying whether they are Nova Scotians or Strangers.

Purchasers.	Counties Residing in.	No. of Lots.	Number of Acres.	Strangers.	Purchasers.	Counties Residing in.	No. of Lots.	Number of Acres.	Strangers.
Nath. B. Weswell -	Cumberland -	1	105		W. A. Kempton -	Queen's -	1	220	
Edward Tinkham -	Yarmouth -	1	80		Stephen S. Kempton -	Ditto -	1	220	
Geo. Westherer -	Halifax -	1	50		Samuel Freeman -	Ditto -	1	200	
Francis Swartz -	Ditto -	1	50		Freeman Tupper -	Ditto -	1	100	
Fred. Miller -	Ditto -	1	100		W. H. Freeman -	Ditto -	1	200	
P. J. Dunford -	Hants -	1	100		J. C. Kempton, sen. -	Ditto -	1	137	
George Munro -	Halifax -	1	water lot.		J. C. Kempton, jun. -	Ditto -	1	137	
Josiah G. Seely -	Digby -	1	190		Allan Mennard -	Ditto -	1	100	
George Fitch -	Lunenburg -	1	200		Geo. W. Freeman -	Ditto -	1	120	
John Moore -	Ditto -	1	100		O. M. Kempton -	Ditto -	1	250	
John M'Kenzie -	Pictou -	1	150		Enoch Dexter -	Ditto -	1	150	
Donald M'Intosh -	Ditto -	1	100	- doubtful, but many years in the province.	Nathan Tupper -	Ditto -	1	132	
James Watt -	Ditto -	1	104		Joseph Ford -	Ditto -	1	250	
James Langill -	Ditto -	1	200		J. A. Freeman -	Ditto -	1	100	
Bryan Durlance -	King's -	1	100		E. H. Freeman -	Ditto -	1	100	
David Loomer -	Cumberland -	1	100		William Gill -	Ditto -	1	100	
N. & S. Mosher -	Hants -	1	water lot.		R. M'Donald -	Ditto -	1	100	
Catherine Fish -	Ditto -	1	ditto.		A. M'Donald -	Halifax -	1	50	
Edwin Tomlinson -	Ditto -	1	ditto.		John Smith, jun. -	Ditto -	3	114	
Thomas & W. Smith -	Halifax -	1	52		John Dahlguen -	Digby -	1	water lot.	
Simon Kempton -	Queen's -	1	150		James H. Roop -	Ditto -	1	25	
John Lyons -	Yarmouth -	1	130		James Mellan -	Halifax -	1	3	
J. J. Schlagenivert -	Halifax -	2	200		Thomas Purcell -	Ditto -	1	62	
Amelia Balcolm -	Ditto -	1	51		Casper Harnish -	Ditto -	1	250	
J. S. Morse -	Cumberland -	1	350		Ralph Hodgson -	Cumberland -	1	100	
Elizabeth Coleman -	Halifax -	1	town lot.		John Hopkins -	Halifax -	1	200	
William Boutilier -	Ditto -	1	60		John Hubley -	Ditto -	1	50	
Charles Cleaveland -	Ditto -	1	50		Mark Le Blanc -	Digby -	1	150	
E. Cunningham -	Sydney -	1	26		J. M. Macolla -	Ditto -	1	205	
John Dauphiney -	Halifax -	2	180		Robert Terries -	Cumberland -	1	120	
Thomas Laidlaw -	Ditto -	1	water lot.						
							65	6,993	

I have no doubt that, with the exceptions written in the above return, all the purchasers are Nova Scotians, or very old settlers in the province.

Department of Crown Lands, }  
15 November 1841. }

John Spry Morris,  
Commissioner Crown Lands.

(No. 4, C.)

A RETURN of the LANDS sold by the Crown during the Year 1841, with the Names of the Purchasers, specifying whether Nova Scotians or Strangers.

Purchasers.	Counties Residing in.	No. of Lots.	Number of Acres.	Strangers.	Purchasers.	Counties Residing in.	No. of Lots.	Number of Acres.	Strangers.
Thos. and A. Fraser -	Pictou -	1	4 1/2		Lots applied for and put up for sale, upon which the requisite pay- ments have not been made :				
Charles Drysdale -	Halifax -	1	60						
J. V. Pennington -	Yarmouth -	1	140						
George Edwards -	Halifax -	1	3						
William Geese -	Ditto -	1	50		Mather Sherdan -	Lunenburg -	1	120	
Cyrus Boutilier -	Ditto -	1	50		Cornelius Felkin -	Ditto -	1	100	
John Ross -	Ditto -	2	water lots.		John Reddy -	Ditto -	1	100	
E. B. Dickey -	Colchester -	1	100		Simeon Rhyne -	Ditto -	2	120	
John Moakler -	Digby -	1	100		Christian Seaman -	Ditto -	1	100	
Isidore Thebault -	Ditto -	1	100		Patrick Butler -	Ditto -	1	100	
Stephen Prime -	Ditto -	1	65		Christian Rhulan -	Ditto -	1	200	
Ganard Welchreth -	Ditto -	1	25		George Fisher -	Ditto -	1	100	
Leonard Rynard -	Lunenburg -	1	100		Dennis Morton -	Yarmouth -	1	130	
Frederic Rafuse -	Ditto -	1	100		Donald M'Donald -	Sydney -	1	200	
James Millberry -	Ditto -	1	100		Christopher Grant -	Ditto -	1	160	
David Palmer -	Halifax -	1	100		Archibald M'Lellan -	Ditto -	1	200	doubtful.
Elisha W. Randall -	Sydney -	1	184		Donald M'Innis -	Ditto -	1	200	
Alexander M'Donald -	Halifax -	1	30		Taddy Teabode -	Digby -	1	100	
Frederick Hartling -	Ditto -	1	30		John Minard -	Annapolis -	1	100	
John V. Hatfield -	Yarmouth -	1	50		William Gunn -	Pictou -	1	200	
Thomas Minard -	Queen's -	1	100		Henry G. Fader -	Halifax -	1	50	
David Dow -	Hants -	1	350		Elizabeth Higgins -	Ditto -	1	50	
Jonathan Archibald -	Halifax -	2	300		John Dauphiney -	Ditto -	1	100	
Alexander Hurley -	Ditto -	2	100		Joseph Bennett -	Ditto -	1	100	
		27	2,261		Thomas Faulkoer -	Ditto -	1	100	
					Joseph Martin -	Ditto -	1	50	
					James Dick -	Ditto -	1	100	
					Peter Iserra -	Ditto -	1	50	
					John Landers -	Ditto -	1	50	
Purchase money on the above lots, agreeable to the conditions of sale, paid in.									

## CORRESPONDENCE RELATIVE TO EMIGRATION.

87

Purchasers.	Counties Residing in.	No. of Lots.	Number of Acres.	Strangers.	Purchasers.	Counties Residing in.	No. of Lots.	Number of Acres.	Strangers.
John Winter -	Halifax -	1	167		George Gray -	Yarmouth -	1	200	
Arthur Johnson -	Ditto -	1	100		Josiah Harding -	Ditto -	1	188	
James Humlach -	Ditto -	1	100		Isaac Hamilton -	Ditto -	1	200	
E. B. Dickie -	Ditto -	1	50		Samuel Hamilton -	Ditto -	1	90	
John M <sup>c</sup> Michael -	Ditto -	1	50		Frederick Waterman -	Queen's -	1	5	
Thos. Robinson -	Ditto -	1	100		James Millberry -	Lunenburg -	1	100	
James Wilnough -	Lunenburg -	1	100		Chr. Solines -	Ditto -	1	120	
Charles Smith -	Ditto -	1	100		Garret Wile -	Ditto -	1	12	
William Weasel, sen. -	Ditto -	1	100		Samuel Lowe -	Ditto -	1	100	
Michael Simon -	Halifax -	1	10		John Millard -	Pictou -	1	104	
John Fraser -	Ditto -	1	50		Alexander M <sup>c</sup> Kenzie -	Ditto -	1	50	} doubtful.
Christopher Solines -	Lunenburg -	1	10		William M <sup>c</sup> Kenzie -	Ditto -	1	53	
John Broom -	Ditto -	1	100		David Mengo -	Ditto -	1	147 ½	
Jacob Ramey -	Ditto -	1	150		John Buchanan -	Halifax -	2	9	
Michael Kieser -	Ditto -	1	18		William Edward -	Ditto -	1	fish lot.	
Lots sold at Private Sale, and not paid for; viz.					Jonathan Archibald -	Ditto -	1	230	
Walter Dulairs -	Yarmouth -	1	206		Edward Hayes -	Ditto -	1	fish lot.	
Colin Gray -	Ditto -	1	150		A. Johnston -	Ditto -	1	50	
Samuel Gray -	Ditto -	1	200		Sophia Lorman -	Ditto -	1	30	
							91	8,630	

I have no doubt that, with the exceptions written in the above Return, all the purchasers are Nova Scotians, or very old settlers in the province.

Department of Crown Lands, }  
15 November 1841.

(signed) John Spry Morris.

(No. 5, A.)

RETURN of CROWN LANDS in the Island of Cape Breton Sold during the Year 1838.

Purchasers' Names.	County in which the Purchasers are Resident.	No. of Lots.	Number of Acres.	Purchased by Strangers or Nova Scotians.	Purchasers' Names.	County in which the Purchasers are Resident.	No. of Lots.	Number of Acres.	Purchased by Strangers or Nova Scotians.
Murdoch Kempt -	Cape Breton -	1	100	} strangers.	Farquhar Matheson -	Richmond -	1	30	
John Fraser -	Ditto -	1	100		Roderic Ferguson -	Ditto -	1	100	
Finlay M <sup>c</sup> Donald -	Ditto -	1	100		Daniel Doyle -	Ditto -	1	50	
Donald Morrison -	Ditto -	1	200		Patrick Devereux -	Ditto -	1	100	strangers.
Norman M <sup>c</sup> Donald -	Ditto -	1	100		James Freeman -	Ditto -	1	1	
E. F. & Thos. Bennet -	-- Ditto, the lot purchased reside in Newfound- land.	1	water lot		John Matheson -	Ditto -	1	100	
Simon Carhen -	Ditto -	1	100		Hector M <sup>c</sup> Neil -	Cape Breton -	1	100	Nova Scotian.
Angus M <sup>c</sup> Donald -	Ditto -	1	100		Joseph Dobson -	Ditto -	1	100	ditto.
Thomas Phelan -	Ditto -	1	30		Executors of John Kidd	Ditto -	1	269	-- ditto (heirs of Kidd.)
William Butler -	Ditto -	1	water lot		John Kennedy -	Ditto -	1	70	
Alexander M <sup>c</sup> Donald -	Ditto -	2	200		Richard Lockman -	Ditto -	1	109	
Angus M <sup>c</sup> Donald -	Inverness -	1	100		James Smith -	Inverness -	1	100	
Alexander Fraser -	Ditto -	1	100		Allen M <sup>c</sup> Donald -	Ditto -	1	100	
James M <sup>c</sup> Kay -	Ditto -				Alexander M <sup>c</sup> Donald -	Ditto -			
Alexander M <sup>c</sup> Donald -	Ditto -	1	100		Geo. F. Bown -	-- Ditto, the lots purchased reside in Newfound- land.	2	-- town & water lots.	Nova Sco- tians.
Hector M <sup>c</sup> Donald -	Ditto -	1	50		John Morgan -	Richmond -	1	100	
Alexander M <sup>c</sup> Donald -	Ditto -	1	100		John Nicole -	Ditto -	1	25	
Alexander M <sup>c</sup> Killup -	Ditto -	1	100		Thomas Bew -	Ditto -	1	25	
William Renell -	Ditto -	1	340		Michael Boudrob -	Ditto -	1	25	
Roderic M <sup>c</sup> Donald -	Ditto -	1	100					40	3,515
John Matheson -	Richmond -	1	100						

Strangers - - - - - 27 }  
Nova Scotians - - - - - 13 } 40 Purchasers.



(No. 5, B.)

RETURN of CROWN LANDS in the Island of Cape Breton Sold during the Year 1839.

Purchasers' Names.	County in which the Purchasers are Resident.	No. of Lots	Number of Acres.	Purchased by Strangers or Nova Scotians.	Purchasers' Names.	County in which the Purchasers are Resident.	No. of Lots	Number of Acres.	Purchased by Strangers or Nova Scotians.
Alexander M'Kenzie -	Cape Breton -	1	100	} strangers.	John M'Arthur -	Inverness -	1	100	} strangers.
Kenneth M'Auley -	Ditto -	1	100		John M'Kay -	Ditto -	1	100	
David M'Leod -	Ditto -	1	100		Ranald M'Donald -	Ditto -	1	100	
Norman M'Donald -	Ditto -	1	150		John M'Donald -	Ditto -	1	200	
William M'Kay -	Ditto -	1	100		John Kempt -	Richmond -	1	100	
John M'Donald -	Ditto -	1	100		Thomas Johnson -	} Ditto -	1	104	
Charles M'Kinnon -	Ditto -	1	100		George Holm -		1	100	
Jonathan Griffiths -	Ditto -	1	100		John B. M'Neil -	Ditto -	1	100	
Neil M'Kinnon -	Ditto -	1	100		Edward Lavin -	Ditto -	1	1	
Richard C. Campbell -	Ditto -	1	100		Frederick Forêt -	Ditto -	1	water lot.	
Patrick Byrnes -	Ditto -	1	100		James Lamey -	Ditto -	1	100	
Finlay M'Rae -	Ditto -	1	100		Allan Landrie -	Ditto -	1	26	
Kenneth M'Auley -	Ditto -	1	100		Allan Morrison -	Inverness -	1	100	
Michael Bowden -	Ditto -	1	100		George Bagnell -	Cape Breton -	1	100	
Miles M'Daniel -	Inverness -	1	100		Denis Marche -	Ditto -	1	100	
Duncan Matheson -	Ditto -	1	100		Joseph Ross -	Ditto -	1	100	
Donald Campbell -	Ditto -	1	100		William Boutilier -	Ditto -	1	100	
Hector Fraser -	Ditto -	1	100		Bruno Gautereau -	Ditto -	1	100	} - Nova Scotians.
Archibald Morrison -	Ditto -	1	100		Charles Martill -	Ditto -	1	water lot.	
Allan M'Donald -	Ditto -	1	200		Michael Weir -	Inverness -	1	100	
Donald M'Lellan -	Ditto -	1	200		Mathew M'Daniel -	Ditto -	1	100	
Duncan Matheson -	Ditto -	1	100		William M'Keen -	Ditto -	1	24	
John M'Isaac -	Ditto -	1	200		Francis Petitpas -	Richmond -	1	60	
John Beaton -	Ditto -	1	280		Simon Richard -	Ditto -	1	44	
Maurice Keighley -	Ditto -	1	200						
James M'Donald -	Ditto -	1	100						
				Strangers -	-	-	-	39	} 50 Purchasers.
				Nova Scotians -	-	-	-	11	
							49	5,089	

(No. 5, C.)

RETURN of CROWN LANDS in the Island of Cape Breton Sold during the Year 1840.

Purchasers' Names.	County in which the Purchasers are Resident.	No. of Lots.	Number of Acres.	Purchased by Strangers or Nova Scotians.	Purchasers' Names.	County in which the Purchasers are Resident.	No. of Lots.	Number of Acres.	Purchased by Strangers or Nova Scotians.
Alexander M'Donald -	Cape Breton -	1	100	} strangers.	Peter Smyth -	Inverness -	1	150	} strangers.
Donald M'Donald -	Ditto -	1	100		Lachlan M'Donald -	Ditto -	1	100	
Angus Morrison -	Ditto -	1	100		Donald Kennedy -	Ditto -	1	100	
Angus Morrison -	Ditto -	1	100		James M'Lean -	Ditto -	1	1	
Angus Bell -	Ditto -	1	200		John M'Donald -	Ditto -	1	100	
Peter Gautereau -	Ditto -	1	100		John M'Leod -	Ditto -	1	100	
John Smith -	Ditto -	1	100		Hugh Ross -	Ditto -	1	100	
Bartholomew Ronan -	Ditto -	1	100		Robert M'Nab -	Richmond -	2	200	
John Buchanan -	Ditto -	1	200		Francis Crome -	} Ditto -	1	200	} Nova Scotians.
William Fyff -	Ditto -	1	100		Christopher Crome -		1	200	
Francis Oliver -	Ditto -	1	3		Lachlan M'Arthur -	Ditto -	1	200	} strangers.
John M'Donald -	Ditto -	1	100		Donald M'Caskell -	Ditto -	1	200	
Andrew Laing -	Ditto -	1	100		Angus Morrison -	Ditto -	1	100	
Donald Laing -	Ditto -	1	100		Patrick Rotchford -	Cape Breton -	1	100	
Norman Morrison -	Ditto -	1	100		John Murche -	Ditto -	1	100	} - Nova Scotians.
Thomas Phelan -	Ditto -	1	85		John Ball -	Ditto -	1	100	
John M'Aulay -	Ditto -	1	100		John Martin -	Ditto -	1	100	
Peter M'Millan -	Ditto -	1	100		James Ross -	Ditto -	1	100	
Michael M'Neil -	Ditto -	1	100		Malcolm M'Dougall -	Ditto -	1	30	
Duncan M'Aulay -	Ditto -	1	100		William Bagnell -	Ditto -	1	100	
Archibald M'Dougal -	Ditto -	1	100		Charles Barrington -	Ditto -	1	100	
Thomas Carroll -	Ditto -	1	100						
Anne M'Kenzie -	Ditto -	1	200						
Duncan Stewart -	Ditto -	1	100		Thomas Moffatt -	Ditto -	1	100	} - Nova Scotians.
Angus M'Askill -	Ditto -	1	100		William Long -	Ditto -	1	85	
Donald M'Leod and Mother.	Ditto -	1	100		George Rigby -	Ditto -	1	100	
John M'Niel -	Ditto -	1	100		Thomas D. Archibald -	Ditto -	1	fish lot,	
John Beaton -	Ditto -	1	200		George Stubbart -	Ditto -	2	100	
Alexander M'Donald -	Inverness -	1	100	} Nova Scotians.	Benom Shepard -	Ditto -	1	200	
Donald Beaton -	} Ditto -	1	30		Samuel G. Archibald -	Ditto -	1	100	
Angus Beaton -		1	30		Francis Dauphigny -	Ditto -	1	100	
Philip Le Brocq -	Ditto -	1	water lot	} strangers.	John Clark -	Ditto -	1	100	
Donald M'Lean -	Ditto -	1	100		Angus M'Kinnon -	Inverness -	1	100	
Murdoch M'Lean -	Ditto -	1	100		William M'Neil -	Ditto -	1	100	
Lachlan M'Donald -	Ditto -	1	100		Jacob Ross -	Ditto -	1	100	
Justin M'Carthy -	Ditto -	1	100		Angus Gillies -	Ditto -	1	100	
Patrick Byrnes -	Ditto -	1	100		Thomas Ethridge -	Ditto -	1	100	
Norman M'Intyre -	Ditto -	1	100		Abraham Sanson -	Richmond -	1	100	
							74	7,584	
				Strangers -	-	-	-	49	} 74 Purchasers.
				Nova Scotians -	-	-	-	25	

## CORRESPONDENCE RELATIVE TO EMIGRATION.

89

NOVA SCOTIA.

(No. 6.)

Sir,

Sydney, Cape Breton, 8 December 1841.

IN pursuance of his Excellency's commands, conveyed to me in your letter of 31st ult., I transmit returns of the Crown lands in this island sold during the years 1838, 1839, and 1840, by which it appears that the number of purchasers in that period was only 164, of whom 115 were strangers, and 49 Nova Scotians. Although the greater number of those persons are set down as strangers, I do not believe that any of them were emigrants lately arrived. The majority were Scotch Highlanders, or Islanders, who had been some years in this country, and a part arrived while children with their parents from Scotland.

With the exception of very few, I do not consider that any of the purchasers enumerated had been less than five or six years in the country at the time of their obtaining their land, and most of them, probably, had been resident twice or thrice that number of years.

The number of emigrants arriving in Cape Breton during those three years was perhaps not short of 3,000, of all ages, not one of whom do I think has yet purchased land.

The persons set down in the returns as Nova Scotians were, with few exceptions, natives of Cape Breton.

I observe a trifling discrepancy between the returns now transmitted and those already sent to your office, in the number of acres, but as to investigate the cause would delay me till after the closing of the mail, I judge it best not to make the attempt at present.

I have, &amp;c.

(signed) *H. W. Crawley.*

John Whidden, Esq.  
&c. &c. &c.

— No. 6. —

(No. 32.)

COPY of a DESPATCH from Lord *Stanley* to the Right hon. Viscount *Falkland*.

No. 6.  
Lord Stanley to  
Viscount Falkland  
15 March 1842.

My Lord,

Downing-street, 15 March 1842.

I HAVE received your Lordship's despatch, No. 20, of the 21st December last, with its enclosures, reporting the result of your inquiry into the present mode of disposing of the waste lands of the Crown in Nova Scotia, and pointing out the modifications which you are prepared to recommend, with a view to meet the wishes expressed by the House of Assembly on the subject.

Having referred your despatch to the Commissioners for Colonial Lands and Emigration, I have received from them a Report, of which the enclosed is a copy. In recommending to your attentive consideration the important observations and suggestions contained in that Report, I beg to state that I am disposed generally to concur in the views expressed by the Commissioners. But, with regard to the resumption by the Crown of land for non-fulfilment of the conditions on which it was granted, I must impress on you the necessity of being very careful how you exercise the powers given to you by the local law of escheat.

I have, &amp;c.

(signed) *Stanley.*

February 1842.

Enclosure in No. 6.

Encl. in No. 6.

Sir,

Colonial Land and Emigration Office, 9, Park-street,  
Westminster, February 1842.

IN obedience to the instructions contained in your letter of the 31st ult., we have perused and considered the despatch from the Lieutenant-governor of Nova Scotia therewith transmitted to us relative to the settlement of the waste lands of that province.

From this full and able despatch much valuable information may be derived on the subject to which it relates. It appears that the amount of Crown land which has been sold during the last few years has not been considerable, and that it has been purchased chiefly by the resident inhabitants; that the immigration which annually takes place into the colony consists almost exclusively of persons in a completely destitute condition; that



NOVA SCOTIA. the means do not exist of affording employment to these persons, nor, indeed, does it appear that they seek it, for the facilities for unauthorised occupation of land are so great, or, rather, the means of preventing it so inadequate, that they immediately spread themselves over the waste portions of the colony, which belong, for the most part, to absentee proprietors, or, in some instances, congregate on particular spots, but in either case are exposed to the risk of want and misery. It further appears that the boundaries of all lands, whether belonging to the Crown or to individuals, have been so imperfectly ascertained, that the account which was given by Lord Durham's Commissioner of the state of Canada in this respect may be considered applicable to Nova Scotia; viz. that "with a very few exceptions, no man can be said to possess a secure title to his land, or even to know whether the spot upon which he is settled belongs to himself, his neighbour, or the Crown."

Upon a review of these circumstances it has appeared desirable to Lord Falkland, as the first step to improvement, to render the acquisition of the Crown lands as free from difficulties and impediments as the means at his disposal and the nature of the case will admit. For this purpose he proposes that, subject to the reservation of such portions as the Governor might think proper to reserve, all Crown land should be sold at a fixed price; that this price should, for the present, be 1 s. 9 d. per acre; that the payment should be prompt, but that the proper title to the land should be immediately granted.

With reference to the chief feature of this plan we may remark, that it will be in entire accordance with the wish of the House of Assembly of Nova Scotia that the public lands of the colony should be sold at a fixed price; and this consideration, joined to the arguments by which the plan is supported in Lord Falkland's despatch, render it desirable, we think, that it should now be adopted. It may be right to mention that an Act, to be in force for three years, regulating the disposal of the public lands in Nova Scotia, passed the local Legislature in the autumn of 1840, and that in that Act it is provided that the waste land shall be put up to auction in lots as applied for, and at an upset price to be fixed by the Governor in Council. We presume that before Lord Falkland's plan can be carried into operation this Act must be amended.

With regard to the actual price which it is proposed to put upon all public lands, although it certainly appears to be very low, when it is considered that a fixed price is a maximum as well as minimum, and should therefore always be higher than an upset price, we are not insensible to the deference that is due to the local knowledge of the Governor, and to the reasons connected with the inferior soil and climate of Nova Scotia, as compared with the neighbouring settlements, which have led to its being fixed at that sum. There are, however, some considerations connected with the subject to which we should wish to be sure that the Governor had fully directed his attention.

By the evidence of the surveyor-general, given before Lord Durham's Commissioner of Inquiry, it appears that the price at which lands belonging to private individuals were sold was generally from 3 s. to 3 s. 6 d. per acre. It also appears, from the evidence of the same gentleman, and from official returns, that from the year 1827 to the present time a large amount of Crown land has been sold at a price varying from 2 s. to 3 s. per acre. The effect, therefore, of offering all the remaining Crown lands for sale at a fixed price of 1 s. 9 d. per acre might, we fear, perhaps be to lower the value of landed property in the colony, and be considered as unjust by those who have so recently been required to pay a higher price for the lands which they obtained from the Crown.

In the next place, we are not sure whether it is intended that the fixed price now proposed should cover the expense of the grant, and the cost of the survey. The surveyor-general has stated that those expenses are about 12 l. for a grant of 100 acres, and from 22 l. to 25 l. for one of 200 acres. We think that it would advance the object which Lord Falkland has in view, of promoting the sale of Crown lands, if all charges connected with the survey and grant of the land were to be included in the price per acre at which the land was offered to the public. The purchaser would then at once know the whole extent of the charges which he would have to meet. The cost of survey for this colony is estimated, we observe, at from 3 d. to 5 d. per acre, and it might be sufficient perhaps that the former sum should be added to the proposed price of the land, thus raising the fixed sum to 2 s. per acre. We have no doubt that to these considerations on matters of detail, should Lord Stanley think they ought to be forwarded to the colony, the Lieutenant-governor will give the proper weight; and it is far from our wish to urge them as objections to the general character of the measures which he has recommended.

But although it may be hoped, by thus facilitating the sale of the Crown Lands, to render the colony attractive to a less poor description of emigrants than at present resort to it, and to improve its general condition by the introduction of capital, there are evils existing, of which the nature and magnitude are forcibly delineated in Lord Falkland's despatch, and to which it is urgently requisite that a direct remedy should if possible be applied. We shall proceed therefore to submit any views that have occurred to ourselves for this purpose.

1. We would allude first to the state, described to be one of utter destitution, in which emigrants find themselves upon their first arrival in the colony. Fifteen hundred persons, chiefly from the Hebrides, arrived last year in Cape Breton alone, all of them of the poorest

class,

class, who had parted with everything they possessed in order to find the means of paying their passage. Mr. Dod, a member of council, residing in Cape Breton, informs the Lieutenant-governor, that on their arrival these emigrants were thrown on the bounty of others, for the expense of transporting their families and baggage to the interior of the country. A remedy for this evil, though we admit in such an extreme case possibly an inadequate one, may be effected, by requiring the master of every vessel bringing emigrants to pay a certain sum per head on all the emigrants before they are allowed to land. Up to the year 1841, there appears to have been a local enactment authorizing the levy of this duty, and we think it most desirable that it should be renewed. As Lord Stanley is aware, the payment is made by the emigrant himself before he leaves this country, the amount of the duty or head-money being included in the money he pays for his passage, to which however it makes but a very slight addition. The expediency of requiring this payment on account of all immigrants on their arrival was strongly urged by the late Governor-general of Canada, and for that colony the tax has been lately renewed by one of the first acts of the legislature of the united province.

NOVA SCOTIA.

2. We would next advert to the system, which is perhaps more prevalent in Nova Scotia than in any other of the North American colonies, of the unauthorised occupation of land. Whatever may be thought of its present operation, the evil which is likely to result from it in future can hardly be exaggerated. As appears from Lord Falkland's statements, all the emigrants who arrive during the year become squatters as a matter of course. Even if they selected Crown lands for this purpose, the Government could never undertake to track them through the wilderness, nor bear the expense of ejecting them by any formal process; but in point of fact, nearly all the good land of the province having been alienated from the Crown, it is upon the grants belonging to absentee proprietors, who have no representative in the colony, that these immigrants settle themselves. Of 1,500 persons who arrived last year at Cape Breton, the greater number are reported to have at once taken possession of private land in this way. It appears from the report of the Commissioner of Crown Lands that few of these immigrants ever made inquiry about Crown land at his office, and those who did, confessed that their intention was not to purchase, but to ascertain where vacant land was to be obtained, in order that they might immediately settle on it without purchase or permission. Lord Falkland states that from recent information there is reason to expect the arrival, during this summer, of 3,000 more pauper emigrants, who will immediately become unauthorised occupiers of land, and that there would then be in that island alone, 6,000 newly-arrived persons so settled, whom at some future period "the enforcement of the rights of the original grantees would consign to the most abject misery, after perhaps many years of toilsome industry, and who would in consequence be rendered discontented subjects." In the evidence taken under Lord Durham's Commission of Inquiry it appears, that the secretary of the province estimated that the whole number of persons in Cape Breton who were seated on land to which they had no title, or merely a license to occupy, then amounted to not less than 20,000, or one-half of the population of the island. Throughout the whole of the province, indeed, the same feature is remarkable. Vast tracts of the best land, which alone is available for settlement, are the property of individuals who, as Lord Falkland observes, contribute in no way to the prosperity of the colony, with which in many instances they are totally unconnected, except in so far as their legal rights interfere with the "public interests." If the proprietors should eventually allow persons who have squatted on portions of these lands to purchase them, it may be expected that in the price which they demand, they will add to the original cost of the land the value given to it by the labour of the individuals; or it is possible that they may avail themselves of the improvements effected by representing them to the local government as a compliance with the original conditions of their grants, and then eject the persons by whom those improvements had been made. Lord Falkland most justly calls attention "to the endless law-suits, to the unnecessary acts of oppression, which must take place when the owner of the land long unlawfully occupied, but cleared and improved by the occupier, shall claim his own, and take advantage of the years of toil bestowed upon it, and to the odium which must attend the enforcement of the law, and ultimately rest upon the Government." It is impossible to dwell upon all the evils which have resulted, and which will still further, and to a greater extent result, from this mode of settling the waste lands of a colony, without arriving at the conviction that they are of such magnitude and importance, as urgently to require the application of any remedy which it may be in the power of the Government or the Legislature to afford.

The surveyor-general of the province stated in his evidence, to which we have before referred, before Lord Durham's Commissioner, that of lands more immediately known to himself there were upwards of one million acres liable to escheat from neglect and non-fulfilment of the terms of the grants. The first remedy therefore to which it would be natural to have recourse, would be the recovery by the Crown of the lands thus liable to forfeiture. There does exist a law of escheats in the colony, and from the evidence of the surveyor-general before Lord Durham's Commissioner it appears, that by means of it more than two million acres have been recovered, though chiefly at a very distant date; much of it so far back as 1783, and the greater part of the remainder between 1816 and 1820. The form of proceeding under the law is expensive, and the Government do not appear to have the means, or to be disposed, to put the law in force, nor are individuals apparently willing to undertake the task, even though the land should be offered to them on easy terms, if they succeed in obtaining its forfeiture from the original proprietors. We are unable



NOVA SCOTIA. therefore to suggest that any further steps should be taken in this direction, but we doubt not that the question will receive due consideration from the Governor, in what manner it may be possible, and to what extent advisable, to enforce the rights of the public under the present law, or under any modification of it.

With reference in the next place to the hardship which it is feared might be inflicted upon occupants of the soil by the assertion at a late period of the proprietary rights of absent grantees, we are not aware whether there is in force in Nova Scotia the Statute of Limitations, or some analogous law which would protect parties after a long possession, but if not, some legislative enactment may very possibly be deemed desirable. It would appear to be so in all new countries where the public welfare is so deeply involved in the proper settlement of the waste lands, and where the appropriation of large tracts by non-resident and non-improving proprietors, places an insurmountable obstacle to the progress of cultivation and the general prosperity of the country. We therefore would beg to draw attention to the question whether the undisturbed and unquestioned occupation, during a definite number of years, of land which was waste at the time of occupation, should not be declared by law to confer a valid title on the occupant. Again, whenever the proprietor should exercise his rights in the ejectment of an unauthorised occupant of the land, after he had been for some moderate period in undisturbed possession of the same, the law ought perhaps to secure to such occupant payment from the proprietor of the value of any improvement which he may have effected on the land.

In those cases on the other hand in which the intrusion has taken place upon the Crown lands, the intruders should, we think, always have the preference shown to them of purchasing, before any other parties, the land they have occupied; and, to any extent to which they have *bonâ fide* occupied and improved it, at the fixed price of ordinary waste lands of their district. By the law at present in force, we observe that such parties are merely allowed to purchase the land when they have proved a certain amount of expenditure upon it, and then only to the extent of 200 acres.

Lord Falkland observes, that sympathy for the squatters is in Nova Scotia the prevailing feeling throughout the community, and it appears therefore probable that the Legislature would be disposed to sanction any measures, such as we have above suggested, which were calculated to afford them due protection, and encourage them to continue their labours in effecting improvements on the land they occupy.

3. We cannot but think, looking to the very peculiar circumstances of this colony as regards the settlement of its lands, and to the very great social evils which threaten to result from them, that it would be right to submit to the Legislature the expediency of imposing a tax, however small, upon all the appropriated land in the colony, whether waste or cultivated. To make distinction between those two classes of land would be difficult and invidious in practice, and unnecessary if the amount of the tax were so small as to be scarcely felt by the *bonâ fide* cultivator of the land. The unanimity in favour of such a measure, on the part of all the witnesses connected with the province who were examined by Lord Durham's Commissioner, was most remarkable. The surveyor-general, with reference to the extent to which large grants had obstructed the settlement of the country, said, "That a general tax on all wild lands would seem to be the only remedy" for the evil complained of. Mr. Titus Smith, a resident in the province for above 50 years, considered that the large blocks in the hands of proprietors and not under any improvement were a decided check to the advancement of the country, but that "a tax would cause those lands to be settled and disposed of." Mr. Brown, a settler and engineer intimately acquainted with the state of the colony, considered that for the great drawback to improvement caused by the large grants to absentees, a tax on land "would be the best remedy." Mr. M'Kenzie, a cultivator of land for nearly 20 years and a surveyor considered that a remedy for the evils which he described as having resulted from the vast amount of private land kept in a wild state would be "to require parties holding wild lands to pay a tax towards general improvement." Mr. Fairbanks, a native of Nova Scotia, thought a tax on wild land to be "absolutely called for." Mr. Hartshorn, also a native of the province, considered that a tax on wild lands "would no doubt have a most beneficial effect;" and Mr. Cunard, a gentleman of whom we need not say how intimately he is acquainted with the province and interested in its welfare, expressed his opinion in favour of a tax; and when asked, as a large proprietor, to state what the amount of the tax should be, replied, "I do not feel myself competent to say what the tax should be, but I should think large proprietors should be compelled to contribute towards the general improvement of the country."

The sum named by these different witnesses as that which it would be proper thus to levy annually from land varied from 2 s. to 15 s. per 100 acres, but they all agreed that the tax should only be imposed upon unimproved lands. We think, as we have before said, that it would be better to impose a very low amount, and to require all lands to pay it. A payment, for instance, of 2 s. per 100 acres, which is less than a farthing per acre, could scarcely be felt by persons who were raising a crop from the ground, while it would still be sufficient, being repeated each year, to induce absentee proprietors either to commence clearing their lands or to abandon a portion of them in redemption of the rest from the tax. It may be remarked, as diminishing any hardship which might be supposed to attach to the imposition of such a tax, that a large proportion of the lands of the colony are  
subject,

subject, by the terms of the grants under which they are held, to the payment of quit-rents; and though the House of Assembly has agreed to pay to the Government an annual sum in lieu of these rents, yet it appears to be fully understood that it has reserved to itself the right of imposing upon all granted lands the charges to which they from the first were liable, whether in the form of quit-rents, or in any other form which may be thought most expedient. NOVA SCOTIA.

All money derived from this tax should, we think, be applied, first, to completing the surveys of land, and next to local improvements of a public nature; all the witnesses under Lord Durham's Inquiry spoke of the great evils which had resulted, and which were likely to result, from the total want of accurate surveys in the colony. Lord Falkland also considers that the inconvenience from this cause is felt infinitely more in Nova Scotia than in Canada or New Brunswick; he enumerates it among the chief sources of discouragement to settlers with capital, to resort to the colony, and he apparently contemplates the possibility of assistance from the Imperial Government in the matter, seeing that decided indisposition prevails, from a variety of causes, in the House of Assembly to make any effectual provision against the evil; it is probable, however, that if a new fund were raised by the proposed land tax, the same objection would no longer be felt in making an appropriation to the purposes of a general survey.

4. If it should prove that the legislature of Nova Scotia are unwilling to impose the tax in question, we would then suggest whether it would not be expedient that land should be made liable to assessments for local purposes: one of the greatest obstacles to the improvement of the colony is the want of roads; at present each person is required to contribute towards their construction, three days' statute labour, or money in lieu of it. This system the surveyor-general, in common with other witnesses, condemns; it produces no satisfactory results, while, from the principle upon which it rests, the absentee proprietors who in so many ways inflict injury upon the colony, and effectually bar its progress, are relieved from all payments on account of it, in the same way as they escape from every other form of contribution to the exigencies of the community to which they belong. It is competent to the Governor under the Land Act at present in force, to appoint local land Boards in each county of the province, and to these, in concert with the commissioners whom we find by the evidence of the surveyor-general are appointed annually by the Governor to attend to roads, might be entrusted the regulation of these assessments, and the application of the money derived from them; they should be payable, we think, in land, in the same manner as was proposed for the tax.

In conclusion, we have the honour to state, first, that we have no objection to offer to the measures proposed by Lord Falkland respecting the mode of disposing of Crown lands in Nova Scotia, but would merely request attention to some points of detail that we have noticed in the part of our report which relates to that subject; and secondly, that in bringing before Lord Stanley, in the remainder of this report, some additional measures which a review of the evils so clearly described in the Governor's despatch suggested to our minds, our object has been, should his Lordship deem them deserving of further inquiry, to obtain an opportunity of their being considered and reported upon by Lord Falkland.

We have, &c.

(signed) *T. Fred. Elliot.*  
*Edward E. Villiers.*

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— No. 7. —

(No. 142.)

COPY of a DESPATCH from the Right hon. Viscount *Falkland* to Lord *Stanley*.

My Lord,

Government House, Halifax,  
3 February 1843.

No. 7.  
Viscount Falkland  
to Lord Stanley,  
3 February 1843.

I HAVE the honour to transmit herewith, for the information of the Commissioners for Colonial Lands and Emigration, Returns of immigrants who have arrived in this province during the year 1842, made up according to the revised printed forms which accompanied your Lordship's despatch of the 25th March 1842, No. 33.

I have, &c.  
(signed) *Falkland.*



NOVA SCOTIA.  
Encl. in No. 7.

Enclosures in No. 7.  
(No. 1.)

ABSTRACT. QUARTERLY RETURN:—IMMIGRANTS.

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom Cost of Passage defrayed by		Number employed on Government Works.	Number assisted out of Public Funds.	TOTAL AMOUNT Paid.
					Male.	Female.		Male.	Female.		Parochial Funds.	Private Funds.			
April 1842	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
May	3	- -	- -	161	89	72	32	-	-	35	-	161	—	—	
June	2	- -	- -	172	112	60	75	5	-	15	-	172	—	—	
TOTALS	5	- -	- -	333	201	132	107	5	-	50	-	333			

5th day of July 1842. Thos. N. Jeffery, Collector of Customs.

(No. 2.)

QUARTERLY RETURN:—PRICES.

RETURN showing the Average Retail Prices of Provisions and Clothing in the Colony of Nova Scotia, in the Quarter ended 5 July 1842.

ARTICLES.	Quantity.	Average Prices (in Sterling.)	ARTICLES.	Quantity.	Average Prices (in Sterling.)
(N. B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony.)			£. s. d.		
Beef and mutton	per lb.	— 3	Sugar	per lb.	— 3½
Bread	per loaf of 4 lb.	— 7½	Tea	ditto	— 2 9
Butter	per lb.	— 9½	CLOTHING.		
Coffee	ditto	— 8	Coats	each	1 12 —
Coals	per bushel	— 8	Jackets	ditto	1 4 —
Candles	per lb.	— 10	Trowsers	per pair	— 10 —
Fish (dry salted)	ditto	— 1½	Vests	each	— 6 —
Molasses	per gallon	— 1 8	Shoes	per pair	— 8 —
Flour	per stone	— 2 —	Socks	ditto	— 10 —
Oatmeal	ditto	— 1 6	Calico	per yard	— 7½
Potatoes	ditto	— 1 3	Flannel	ditto	— 1 6
			Blankets	per pair	1 — —

(No. 3.)

QUARTERLY RETURN :—WAGES.

RETURN showing the Average Wages of Mechanics and others in Colony of *Nova Scotia*, for the Three Months ended 5 July 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.	£ s. d.	s. d.	s. d.
Bread and Biscuit Bakers -	- - -	1 8	30 - -	- -	- -
Butchers - - - -	2 4	1 6	24 - -	2 6	2 3
Brickmakers - - -	- - -	- - -	- - -	- - -	- - -
Bricklayers - - -	6 -	4 6	- - -	6 6	5 6
Blacksmiths - - -	4 -	2 8	- - -	4 6	3 6
Curriers - - - -	6 -	2 8	- - -	5 6	3 6
Carpenters and Joiners -	3 9	2 3	- - -	4 -	3 6
Cabinet-makers - - -	4 6	3 2	- - -	5 -	4 -
Coopers - - - -	3 9	2 4	- - -	4 -	3 6
Carters - - - -	- - -	- - -	20 - -	- -	- -
Cooks (women) - - -	- - -	- - -	10 - -	- -	- -
Combmakers - - -	- - -	- - -	- - -	- -	- -
Dairywomen - - -	- - -	- - -	- - -	- -	- -
Dressmakers and Milliners -	1 9	1 3	- - -	2 3	1 6
Farm Labourers - - -	- - -	- - -	24 - -	- -	- -
Gardeners - - - -	3 6	2 9	- - -	4 -	3 -
Grooms - - - -	- - -	- - -	24 - -	- -	- -
Millwrights - - - -	5 6	4 -	- - -	6 -	5 -
Millers - - - -	5 -	4 -	- - -	5 -	4 -
Painters - - - -	4 6	3 2	- - -	4 9	4 -
Plasterers - - - -	4 6	3 2	- - -	4 9	4 -
Plumbers and Glaziers - -	4 -	3 2	- - -	4 6	3 6
Quarry-men - - - -	- - -	- - -	- - -	- -	- -
Ropemakers - - - -	3 3	2 -	- - -	3 9	3 -
Sailmakers - - - -	4 -	2 8	- - -	4 6	3 9
Sawyers - - - -	5 6	4 -	- - -	6 0	5 -
Shepherds - - - -	- - -	None employed.		- -	- -
Shipwrights and Boatbuilders	6 -	4 6	- - -	6 6	5 6
Shoemakers - - - -	3 4	All piecework.		4 -	2 -
Slaters and Shinglers - -	4 -	2 8	- - -	3 9	4 6
Stonemasons - - - -	6 -	4 6	- - -	7 -	5 6
Tailors - - - -	4 -	All piecework.		4 3	3 9
Tanners - - - -	2 6	1 6	- - -	2 9	2 6
Wheelwrights - - - -	3 9	2 6	- - -	4 -	3 6
Whitesmiths - - - -	4 -	2 9	- - -	4 6	3 6

(No. 4.)

1. What funds have been placed at your disposal during the past quarter for the relief of immigrants?—None.
2. State the description of labour which is in request in the colony?—Any but such as of late have been landed in the colony, being generally of the lowest order of paupers.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—The immigration of the last quarter, being chiefly of the above description, exceeded the demand for labour, even during that season of the year in which employment can be obtained, and after which period they become, to a serious extent, a burden on the country.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?—I am of opinion that the labourers who arrive here from Newfoundland and St. John, New Brunswick, are sufficient for any demand for labour in the colony, the native population of which being all that is required; very few ever settling in the colony, having the United States generally in view for their final settlement.

Thos. N. Jeffery,  
Collector.



NOVA SCOTIA.

(No. 5.)

ABSTRACT. QUARTERLY RETURN :—IMMIGRANTS.

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emi- grants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom Cost of Passage defrayed by		Number employed on Government Works.	Number assisted out of Public Funds.	TOTAL AMOUNT PAID.
					Male.	Female.		Male.	Female.		Parochial Funds.	Private Funds.			
From 5th July to the 10th Oc- tober in- clusive -	1	none	none	32	13	7	13	none	non	none	none	all	none	none	£. s. d. 68 - -
TOTALS -	1	none	none	32	13	7	13	none	none	none	none	all	none	none	68 - -

Pictou, 10th day of 1842. J. G. Boggs, Acting Sub-Collector.

(No. 6.)

QUARTERLY RETURN :—PRICES.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of  
in the Quarter ended 10th October 1842.

ARTICLES.	Quantity.	Average Prices (in Sterling).
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N. B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers  
in the Colony.

The labourers in this country are usually clothed in coarse woollens and cottons, the manufacture of Great Britain, purchased at various prices, depending entirely on the mode of payment. If purchased with cash, at an advance of from 75 to 80 per cent. on the sterling cost; if at a credit, 100 per cent.; if payable in produce, 135 to 140 per cent. advance; and if in labour, frequently 200 per cent. is paid.

The price of foreign provisions vary in the same ratio, depending on the mode of payment.

The present prices of country produce, with cash, are :—

		£. s. d.
Pork, salted - - - - -	barrel	2 - -
Beef, salted - - - - -	ditto	1 - -
Ditto, fresh - - - - -	lb.	- - 2
Oats - - - - -	bushel	- 1 -
Oatmeal - - - - -	cwt.	- 8 -
Potatoes - - - - -	bushel	- - 9
Flour, Wheat - - - - -	barrels	1 7 6
Butter - - - - -	lb.	- - 7

Pictou, 10 Oct. 1842. J. G. Boggs, Acting Sub-Collector.

(No. 7.)

QUARTERLY RETURN:—WAGES.

RETURN showing the Average Wages of Mechanics and others in *Pictou, Nova Scotia*, for the Three Months ended 10 October 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging, (in Sterling.)	Average Wages per Diem, with Board and Lodging, (in Sterling.)	Average Wages per Annum, with Board and Lodging, (in Sterling.)	Highest and Lowest Rates per Diem, without Board or Lodging, (in Sterling.)	
				Highest.	Lowest.
Bread and Biscuit Bakers -	-	-	none employed.		
Butchers - - - -	-	-	paid at the rate of 4 s. sterling per head of cattle.		
Brickmakers - - - -	-	-	none employed.		
Bricklayers - - - -	-	-	none employed.		
Blacksmiths - - - -	4 s.	not employed	32 l.	5 s.	3 s.
Curriers - - - -	-	-	entirely paid by piece-work.		
Carpenters and Joiners -	-	-	-		
Cabinet-makers - - -	4 s. 6 d.	not employed	not employed	6 s. 6.	4 s.
Coopers - - - -	-	-	-		
Carters - - - -	-	-	at all times paid by the load.		
Cooks (Women) - - - -	-	-	8 l. not employed by the day.		
Combmakers - - - -	-	-	none in employ.		
Dairywomen - - - -	-	-	none in employ; work performed by general farm servants.		
Dressmakers and Milliners -	2 s. 6 d.	1 s. 3 d.	none	3 s.	1 s. 3 d.
Farm Labourers - - - -	-	-	-		
Gardeners - - - -	3 s. 6 d.	2 s. 6 d.	18 l.	4 s. 6 d.	2 s. 6 d.
Grooms - - - -	-	-	-		
Millwrights - - - -	5 s.	not employed	not employed	6 s. 3 d.	4 s.
Millers - - - -	not so employed.	not so employed.	32 l.	not so employed.	not so employed.
Painters - - - -	-	-	only employed and paid by job-work.		
Plasterers - - - -	5 s.	not employed	not employed	6 s.	4 s.
Plumbers and Glaziers -	-	-	none, and no employment.		
Quarrymen (Stone) - -	not employed	not employed	36 l.	not employed	not employed.
Ropemakers - - - -	-	-	none.		
Sailmakers - - - -	-	-	these are paid at 3 ½ d. sterling per yard for work.		
Sawyers - - - -	6 s. 6 d.	not employed	40 l.	7 s. 6 d.	5 s. 6 d.
Shepherds - - - -	-	-	only one, in a state of starvation.		
Shipwrights and Boatbuilders	-	-	this work is done by job-work, and remuneration equal to carpenters.		
Shoemakers - - - -	4 s.	not so employed	not so employed	6 s.	3 s. 6 d.
Slaters and Shinglers -	-	-	slaters, none; shingling performed by carpenters.		
Stonemasons - - - -	-	-	paid entirely by job-work; in fact no employment.		
Tailors - - - -	-	-	no journeymen tailors employed at present; all apprentices.		
Tanners - - - -	-	-	See Curriers.		
Wheelwrights - - - -	-	-	See Millwrights.		
Whitesmiths - - - -	-	-	none employed.		

Pictou, 10 October 1842.

J. G. Boggs, Acting Sub-Collector.

(No. 8.)

1. WHAT funds have been placed at your disposal during the past quarter for the relief of immigrants?—None.
2. State the description of labour which is in request in the colony?—Farm labour is in the greatest request; mechanics and tradesmen are principally supplied by the natives of the county or province to an extent that leaves but little demand for immigrants of that description, although occasionally they find employment.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—From the depressed state of trade, the small immigration of last quarter was sufficient to satisfy the demand for labour.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?—From the low prices of produce of every description, and the total stop to ship-building, a total reaction must take place before any means of remunerating labour can be pointed out for this port.

Pictou, Nova Scotia, 10 October 1842.

J. G. Boggs.



98 CORRESPONDENCE RELATIVE TO EMIGRATION.

NOVA SCOTIA.

(No. 9.)

ABSTRACT. QUARTERLY RETURN :—IMMIGRANTS.

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom Cost of Passage defrayed by		Number employed on Government Works.	Number assisted out of Public Funds.	TOTAL AMOUNT Paid.
					Male.	Female.		Male.	Female.		Parochial Funds.	Private Funds.			
From 5th April to 5th July -	1	1	none	34	25	7	25	-	2	-	-	32	—	—	£. s. d.
TOTALS -	1	1	-	34	25	7	25	-	2	-	-	32	—	—	—

Custom-House, Lunenburg,  
Nova Scotia, 5th day of July 1842.

H. M. Moyle,  
Sub-Collector.

(No. 10.)

QUARTERLY RETURN :—PRICES.

RETURN showing the Average Retail Price of Provisions and Clothing, in the County of Lunenburg, Nova Scotia, in the Quarter ended 5th July 1842.

ARTICLES.	Quantity.	Average Prices (in Sterling).	ARTICLES.	Quantity.	Average Prices (in Sterling).
(N. B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony.)			Potatoes - - - -	per bushel -	£. s. d. - 1 3
Superfine Wheat Flour -	per barrel -	£. s. d. 1 16 -	Pork (salted) - - -	per barrel -	3 - -
Rye and Barley ditto -	ditto -	1 4 -	Beef " - - - -	ditto -	2 5 -
Indian meal - - - -	ditto -	1 - -	Fresh Meat - - - -	per lb. -	- - 4
Biscuit - - - - -	ditto -	1 - -	Mackerel (pickled) -	per barrel -	1 - -
Melasses - - - - -	per gallon -	- 1 6	Herrings - - - - -	ditto -	- 12 6
Rum - - - - -	ditto -	- 4 9	Clothing, &c. about 15 per cent. on Halifax prices.		

Custom-House, Lunenburg, N. S. }  
5 July 1842.

H M. Moyle,  
Sub-Collector.

(No. 11.)

QUARTERLY RETURNS :—WAGES.

RETURN showing the Average Wages of Mechanics and others in the County of Lunenburg, Nova Scotia, for the Three Months ended 5th July 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	£. s. d.			£. s. d.	£. s. d.
Bread and Biscuit Bakers -	—				
Butchers - - - - -	—				
Brickmakers - - - - -	—				
Bricklayers - - - - -	—				
Blacksmiths - - - - -	- 6 -	- - -	- - -	- 6 6	- 5 6
Curriers - - - - -	—				
Carpenters and Joiners -	- 5 -	- - -	- - -	- 6 -	- 4 6
Cabinetmakers - - - -	—				
Coopers - - - - -	- 4 6	- - -	- - -	- 5 -	- 4 -

NOVA SCOTIA.

TRADE OR CALLING.	Average Wages per Diem without Board and Lodging (in Sterling).			Average Wages per Diem with Board and Lodging (in Sterling).			Average Wages per Annum with Board and Lodging (in Sterling).			Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling.)		
										Highest.	Lowest.	
	£.	s.	d.							£.	s.	d.
Carters - - - -	—											
Cooks (Women) - - -	—											
Combmakers - - - -	—											
Dairywomen - - - -	—											
Dressmakers and Milliners - - -	—											
Farm labourers - - -	—	2	6	-	-	-	-	-	-	—	3	—
Gardeners - - - -	—											
Grooms - - - -	—											
Millwrights - - - -	—	5	—	-	-	-	-	-	-	—	5	—
Millers - - - -	—											
Painters - - - -	—	5	—	-	-	-	-	-	-	—	5	—
Plasterers - - - -	—											
Plumbers and Glaziers - - -	—											
Quarrymen - - - -	—											
Ropemakers - - - -	—											
Sailmakers - - - -	—	4	6	-	-	-	-	-	-	—	5	—
Sawyers - - - -	—											
Shepherds - - - -	—											
Shipwrights and Boatbuilders - -	—	6	—	-	-	-	-	-	-	—	6	—
Shoemakers - - - -	—											
Slaters and Shinglers - - -	—											
Stonemasons - - - -	—	5	9	-	-	-	-	-	-	—	5	9
Tailors - - - -	—											
Tanners - - - -	—	4	3	-	-	-	-	-	-	—	4	6
Wheelwrights - - - -	—											
Whitesmiths - - - -	—											

Custom-House, Lunenburg, N. S. }  
5 July 1842.

H. M. Moyle,  
Sub-Collector.

(No. 12.)

1. WHAT funds have been placed at your disposal during the past quarter for the relief of immigrants?—None.
2. State the description of labour which is in request in the colony?—There appears to be no demand in this county for labourers, excepting that those engaged in agricultural pursuits occasionally require extra help.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—Yes.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?—There are still disposable Crown lands in this county on which immigrants might be located. Labourers are generally remunerated in money.

Custom-House, Lunenburg, N. S. }  
5 July 1842.

H. M. Moyle,  
Sub-Collector.

(No. 13.)

ABSTRACT. QUARTERLY RETURN :—IMMIGRANTS.

Months composing the Quarter ending 5 July 1842.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom Cost of Passage defrayed by		Number Employed on Government Works.	Number Assisted out of Public Funds.	TOTAL AMOUNT Paid.
					Male.	Female.		Male.	Female.		Parochial Funds.	Private Funds.			
3 Months -	4	none	none	178	65	52	65	-	-	1	—	—	—	—	£. s. d. —
TOTALS -	4	none	none	178	65	52	65	-	-	1	—	—	—	—	—

Custom House, Sydney, Cape Breton, }  
5 July 1842.

C. E. Leonard,  
Acting Collector of Customs.



(No. 14.)

QUARTERLY RETURN:—PRICES.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of *Cape Breton*, in the Quarter ended 5th July 1842.

ARTICLES.	Quantity.	Average Prices (in Sterling).	ARTICLES.	Quantity.	Average Prices (in Sterling).
(N.B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony.)					£. s. d.
Fresh Beef - - -	per lb. -	- - 2½	Best Soap - - -	per lb. -	- - 5
„ Mutton - - -	- ditto -	- - 2½	„ Tea - - -	- ditto -	- 4 -
„ Veal - - -	- ditto -	- - 3	„ Coffee - - -	- ditto -	- - 10
„ Pork - - -	- ditto -	- - 2	„ Rice - - -	- ditto -	- - 2½
„ Fowls - - -	- pair -	- 1 -	„ Sugar (Brown) - -	- ditto -	- - 5
„ Butter - - -	- lb. -	- - 7	„ Ditto (Refined Loaf) -	- ditto -	- - 7
„ Milk - - -	- quart -	- - 2	CLOTHING, &c. :		
„ Eggs - - -	- dozen -	- - 5	Men's Stout Shoes - -	- pair -	- 8 -
„ Potatoes - - -	- bushel -	- 1 -	Women's ditto - - -	- ditto -	- 6 6
Best Wheat Flour (196 lbs.)	- barrel -	1 12 6	Men's Shirts - - -	- each -	- 3 -
Seconds - ditto - - -	- ditto -	1 10 -	Flannel - - -	- yard -	- 1 6
Best Oatmeal - - -	- cwt. -	- 15 -	Cloth for Coats (Pilot cloth)	- ditto -	- 14 -
„ Coals - (1¼ tons)	- chaldron	- 15 -	Cotton for Gowns (print) -	- ditto -	- - 8
„ Candles - - -	- lb. -	- - 9	Velveteen - - -	- ditto -	- 2 -

C. E. Leonard, Acting Collector.

(No. 15.)

QUARTERLY RETURN:—WAGES.

RETURN showing the Average Wages of Mechanics and Others in *Sydney, Cape Breton*, for the Three Months ended 5 July 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.	s. d.	s. d.	s. d.
Bread and Biscuit Bakers -	-	-	-		
Butchers - - -	5 -	4 -	-		
Brickmakers - - -	-	-	-		
Bricklayers - - -	6 -	4 6	-		
Blacksmiths - - -	6 -	4 6	-		
Curriers - - -	-	-	-		
Carpenters and Joiners -	6 -	4 6	-		
Cabinet-makers - - -	-	-	-		
Coopers - - -	6 -	4 6	-		
Carters - - -	-	-	-		
Cooks (Women) - - -	-	-	-		
Combmakers - - -	-	-	-		
Dairywomen - - -	-	-	-		
Dressmakers and Milliners -	- - -	1 3	-		
Farm Labourers - - -	2 9	2 -	-		
Gardeners - - -	3 -	-	-		
Grooms - - -	-	-	-		
Millwrights - - -	6 -	4 6	-		
Millers - - -	-	-	-		
Painters - - -	6 -	4 6	-		
Plasterers - - -	6 -	4 6	-		
Plumbers and Glaziers -	-	-	-		
Quarrymen - - -	3 6	2 9	-		
Ropemakers - - -	-	-	-		
Sailmakers - - -	-	-	-		
Sawyers - - -	6 -	4 6	-		
Shepherds - - -	-	-	-		
Shipwrights and Boatbuilders -	6 6	-	-		
Shoemakers - - -	4 -	-	-		
Slaters and Shinglers - -	-	-	-		
Stonemasons - - -	6 -	4 6	-		
Tailors - - -	4 -	-	-		
Tanners - - -	5 -	-	-		
Wheelwrights - - -	6 -	4 6	-		
Whitesmiths - - -	-	-	-		

C. E. Leonard, Acting Collector.

CORRESPONDENCE RELATIVE TO EMIGRATION.

101

NOVA SCOTIA.

(No. 16.)

1. WHAT funds have been placed at your disposal during the past quarter for the relief of immigrants?—None.
2. State the description of labour which is in request in the colony?—Farm labourers.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—No.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?—The emigrants which arrive at Cape Breton (being chiefly from the islands of Scotland) make but indifferent farm labourers, not having sufficient knowledge of agriculture; but a better class would both benefit themselves and the colony.

(No. 17.)

ABSTRACT. QUARTERLY RETURN :—IMMIGRANTS.

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom Cost of Passage defrayed by		Number employed on Government Works.	Number assisted out of Public Funds.	TOTAL AMOUNT Paid.
					Male.	Female.		Male.	Female.		Parochial Funds.	Private Funds.			
5 July to 31 Aug.	5	6	6	1,100	326 } 3	359 } 3	318	-	-	8 } 3	-	-	-	-	£. s. d.
September	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
October, to 10th.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS -	5	6	6	1,100*	329	362	318	-	-	11	-	-	-	-	-

\* Included those bound to Canada and Prince Edward's Isle.

Custom-House, Sydney, }  
10 October 1842. }

H<sup>y</sup> Davenport,  
Acting Collector of Customs.

(No. 18.)

QUARTERLY RETURN :—PRICES.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of *Cape Breton*, in the Quarter ended the 10th October 1842.

ARTICLES.			Quantity.	Average Prices (in Sterling).	ARTICLES.			Quantity.	Average Prices (in Sterling).
(N. B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony.)									
				£. s. d.					£. s. d.
Beef, fresh	-	-	per lb.	2 d. to 3 d.	Candles	-	-	per lb.	- - 9
Mutton „	-	-	ditto	2 d., 2 ½ d.	Soap	-	-	-	- - 5
Veal „	-	-	ditto	- - 3	Tea	-	-	-	- 4 -
Pork „	-	-	ditto	- - 2	Coffee	-	-	-	- 1 3
Fowls „	-	-	per pair	- 1 -	Rice	-	-	-	- - 3
Butter „	-	-	per lb.	7 d. to 10 d.	Sugar	-	-	-	- - 5
Milk „	-	-	per quart	- - 4	Codfish, dried	-	-	-	- 9 -
Eggs	-	-	per dozen	- - 6	CLOTHING :				
Potatoes	-	-	per bushel	9 d. to 1 s. 6 d.	Men's Stout Shoes	-	-	per pair	- 8 -
Wheat Flour	-	-	196 lbs. per barrel.	1 10 -	Women's ditto	-	-	ditto	- 6 6
Rye ditto	-	-	ditto	1 2 6	Men's Cotton Shirts	-	-	each	- 3 -
Oatmeal	-	-	per barrel	1 - -	Flannel	-	-	per yard	- 1 6
Coals	-	-	1 ½ ton per chaldron.	- 18 -	Cloth for Coats	-	-	ditto	8 s., 25 s.
					Cotton printed for Gowns	-	-	ditto	- - 8
					Velveteen	-	-	ditto	- 2 -
					Hats and Caps	-	-	each	1 s. 6 d. to 15 s.

Custom-House, Sydney, }  
10 October 1842. }

H<sup>y</sup> Davenport,  
Acting Collector.



NOVA SCOTIA.

(No. 19.)

QUARTERLY RETURN:—WAGES.

RETURN showing the Average Wages of Mechanics and Others in *Cape Breton Island*, for the Three Months ended the 10th October 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	<i>s. d.</i>	<i>s. d.</i>		<i>s. d.</i>	<i>s. d.</i>
Bread and Biscuit Bakers -	- - -	- - -	20 <i>l.</i>	—	
Butchers -	5 -	4 -	—		
Brickmakers -	—	—	—		
Bricklayers -	6 -	4 6	—		
Blacksmiths -	6 -	4 6	—		
Curriers -	5 -	6 6	—		
Carpenters and Joiners -	6 6	5 6	—		
Cabinet-makers -	6 6	5 6	—		
Coopers -	6 -	4 6	—		
Carters -	3 -	4 -	20 <i>l.</i> to 24 <i>l.</i>	—	
Cooks (Women) -	- - -	none.	—		
Combmakers -	- - -	none.	—		
Dairywomen -	- - -	- - -	8 <i>l.</i> to 10 <i>l.</i>	—	
Dressmakers and Milliners -	- - -	1 3	—		
Farm Labourers -	3 6	3 -	—		
Gardeners -	- - -	none.	—		
Grooms -	- - -	- - -	20 <i>l.</i> to 24 <i>l.</i>	—	
Millwrights -	- - -	none.	—		
Millers -	- - -	- - -	24 <i>l.</i>	—	
Painters -	5 6	4 -	—		
Plasterers -	7 6	6 -	—		
Plumbers and Glaziers -	6 -	4 6	—		
Quarrymen -	- - -	none.	—		
Ropemakers -	- - -	none.	—		
Sailmakers -	7 6	6 -	—		
Sawyers -	- - -	none.	—		
Shepherds -	- - -	none.	—		
Shipwrights and Boatbuilders -	7 6	6 -	—		
Shoemakers -	4 -	—	—		
Slaters and Shinglers -	6 -	4 6	—		
Stonemasons -	6 -	4 6	—		
Tailors -	4 -	—	—		
Tanners -	5 -	6 6	—		
Wheelwrights -	6 -	4 6	—		
Whitesmiths -	- - -	none.	—		

Custom House, Sydney, }  
10 October 1842.

H<sup>y</sup> Davenport,  
Acting Collector.

(No. 20.)

1. WHAT funds have been placed at your disposal during the past quarter for the relief of immigrants?—None.
2. State the description of labour which is in request in the colony?—Farm labour.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—The immigrants settle upon their allotments, and labourers are as difficult to be had as if none ever landed in the colony.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?—Farm servants, domestic (female) servants, and several kinds of mechanics are required. The persons who come hither, except as clearers of the forests, are the very worst; bad farm labourers, and know nothing of agriculture; a better class of farmers would be of great service. The fisheries and agriculture of the island would profitably employ several thousand families who would emigrate.

(No. 21.)

QUARTERLY RETURN :—PRICES.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of *Cape Breton*, in the Quarter ended 31 December 1842.

ARTICLES.	Quantity.	Average Prices (in Sterling).	ARTICLES.	Quantity.	Average Prices (in Sterling).
(N. B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony.)			Soap - - - -	per lb. -	£ s. d. 5d. to 6d.
Beef, fresh - - -	per lb. -	1½d. to 2½d.	Tea - - - -	ditto -	- 3 6
Mutton - - - -	ditto -	- - 2	Coffee - - - -	ditto -	- - 10
Veal - - - -	ditto -	- - 2½	Rice - - - -	ditto -	- - 3
Pork - - - -	ditto -	2d. to 3d.	Sugar - - - -	ditto -	- - 5
Fowls - - - -	per pair -	- 1 -	Dried Fish - - -	quintal	10s. to 12s. 6d.
Butter - - - -	per lb. -	7d. to 9d.	CLOTHING :		
Milk - - - -	quart -	- - 2	Men's Shoes - - -	- - - -	- 8 -
Eggs - - - -	dozen -	- - 5	Women's ditto - -	- - - -	- 6 6
Wheat Flour - - -	barrel -	1 10 -	Men's Shirts - - -	- - - -	- 3 -
Ditto seconds - -	ditto -	1 7 6	Flannel - - - -	per yard -	- 1 6
Oatmeal - - - -	cwt. -	12s. 6d. to 15s.	Cloth for Coats - -	- - - -	- 14 -
Coals - - - -	1 ½ ton or chaldron.	- 15 -	Cotton for Gowns -	- - - -	- - 8
Candles - - - -	per lb. -	- - 9	Velveteen - - - -	- - - -	- 2 -

H<sup>y</sup> Davenport, Collector.

(No. 22.)

QUARTERLY RETURN :—WAGES.

RETURN showing the Average Wages of Mechanics and Others in *Cape Breton*, for the Three Months ended 31st December 1842.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.	s. d.	s. d.	s. d.
Bread and Biscuit Bakers -	6 -	4 6	—		
Butchers - - - -	5 -	4 -	—		
Brickmakers - - - -	6 -	4 6	—		
Bricklayers - - - -	6 -	4 6	—		
Blacksmiths - - - -	6 -	4 6	—		
Curriers - - - -	- - -	none.	—		
Carpenters and Joiners -	6 -	4 6	—		
Cabinet-makers - - -	- - -	none.	—		
Coopers - - - -	- - -	none.	—		
Carters - - - -	- - -	none.	—		
Cooks (Women) - - -	- - -	none.	—		
Combmakers - - - -	- - -	none.	—		
Dairywomen - - - -	- - -	none.	—		
Dressmakers and Milliners -	- - -	1 6	—		
Farm Labourers - - -	2 9	2 -	—		
Gardeners - - - -	- - -	none.	—		
Grooms - - - -	- - -	none.	—		
Millwrights - - - -	- - See Carpenters.		—		
Millers - - - -	- - 20 l. per annum ; there is but one.		—		
Printers - - - -	6 -	4 6	—		

(continued)



NOVA SCOTIA.

TRADE OR CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.	s. d.	s. d.	s. d.
Plasterers - - - -	6 -	4 6	—		
Plumbers and Glaziers - -	- - See	Carpenters.	—		
Quarrymen - - - -	- - - -	none.	—		
Ropemakers - - - -	- - - -	none.	—		
Sailmakers - - - -	6 -	4 6	—		
Sawyers - - - -	- - - -	none.	—		
Shepherds - - - -	- - - -	none.	—		
Shipwrights and Boatbuilders	6 6	—			
Shoemakers - - - -	4 -	3 -	—		
Slaters and Shinglers - -	- - See	Carpenters.	—		
Stonemasons - - - -	- - See	Bricklayers.	—		
Tailors - - - -	4 -	3 -	—		
Tanners - - - -	5 -	4 -	—		
Wheelwrights - - - -	- - See	Carpenters.	—		
Whitesmiths - - - -	- - See	Blacksmiths.	—		

H<sup>y</sup> Davenport,  
Collector.

(No. 23.)

1. WHAT funds have been placed at your disposal during the past quarter for the relief of immigrants?—None.
2. State the description of labour which is in request in the colony?—Agricultural labour.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—There has been none.
4. State any particulars relative to immigration, the demand for labour, and the means of remunerating it, which you think may be useful?—A better class of agriculturists would be of great service to the island, and it is believed farm labourers with a small capital would find a profitable source of employment. Fishermen from the Scotch islands are also required.

H<sup>y</sup> Davenport,  
Collector.

— No. 8. —

(No. 157.)

No. 8.  
Viscount Falkland  
to Lord Stanley,  
3 April 1843.

COPY of a DESPATCH from the Right hon. Viscount *Falkland* to  
Lord *Stanley*.

My Lord, Government House, Halifax, 3 April 1843.

I HAVE the honour to transmit herewith the Blue Book of the province of Nova Scotia for the year ending the 31st December 1842, with the usual yearly Report on the state of the province.

I have, &c.  
(signed) *Falkland*.

GENERAL REPORT relative to the Province of *Nova Scotia*, for the Year ending 31st December 1842; made in pursuance of Directions from Her Majesty's Principal Secretary of State for the Colonies.

CIVIL ESTABLISHMENT.

THE Civil Establishment is supported chiefly by duties levied in the province, also partly from The Queen's casual revenue, and in a minor degree from the post-office revenues applied towards paying the expenses of that department; the Home Government, in aid of the customs' establishment, furnishing a sum through the Receiver-general of the Customs in England, in addition to the amount of the old Crown duties, and the proceeds of seizures, &c. made by the customs' department, which are likewise applied to the maintenance of that establishment:

	£.	s.	d.
The charge on the duties collected in the province being - - -	15,294	5	-
On the casual revenue, including 1,000 <i>l.</i> salaries of commissioners of Crown lands - - - - -	4,991	19	8
On post-office revenue - - - - -	1,235	5	5
From the receiver-general of the customs, old Crown duties, seizures, &c. - - - - -	3,437	5	1
£.	24,958	15	2

Making the whole of its ordinary expense, including that of the custom-house and post-office department and the legislature, 24,958*l.* 15*s.* 2*d.*

All the officers on this establishment are personally discharging their respective duties, except the provincial secretary and the officer holding the situations of surveyor-general and commissioner of Crown lands, who are in Europe on leave of absence.

REVENUE AND EXPENDITURE.

	£.	s.	d.
The revenue for the year ending 31st December 1842 amounts to -	84,869	2	8
And is derived as follows:			
From duties collected under provincial statutes - - - - -	38,185	10	10
From duties under Acts of the Imperial Parliament - - - - -	30,937	15	2
From rent of the coal-mines and other royalties - - - - -	4,389	17	3
From miscellaneous sources;—Such as the sums paid from the military chest, and by bills drawn on Her Majesty's Treasury in support of the ecclesiastical establishment; deposits in the savings bank, paid into the treasury; the payments into the casual revenue, from proceeds of Crown lands, fees received at the secretary's office, &c. &c. - - - - -	11,355	19	5
£.	84,869	2	8

JUDICIAL ESTABLISHMENT.

The following courts of judicature are established in Nova Scotia:

1. Court of Chancery.

The Lieutenant-governor is chancellor *ex officio*. No salary is attached to the office; but fees are received by him upon hearings and decrees, amounting, in the year 1842, to 28*l.* sterling. He is assisted by a master of the rolls, with an annual salary of 650*l.* sterling, and by four masters in Chancery, who are entitled to certain fees, but receive no salaries; and on appeals from the decisions of the master of the rolls he is also assisted by the judges of the Supreme Court, as he may think proper to require their services respectively, who receive no remuneration therefrom.

2. Court of Error.

The Lieutenant-governor and Executive Council constitute this court, to which appeals from the Supreme Court are allowed, if the sum exceed 300*l.* No business has been done in this court during the year, nor for some years past. An appeal lies from this court to the Privy Council in England.



## NOVA SCOTIA.

3. *Supreme Court.*

Consists of a chief justice, with a salary of 1,000 *l.* sterling, and of four assistant or puisne justices, three of whom receive a salary of 650 *l.* sterling each, and the fourth 560 *l.* sterling. In addition to these salaries, the chief and assistant justices receive one guinea per day each for travelling expenses while on their circuits, averaging about 50 *l.* sterling to each. This court sits three times in the year at Halifax, and twice in the year in every other county, exercising civil functions as regards the collection of debts, &c., and those of a criminal nature, as a court of oyer and terminer and general gaol delivery.

4. *Courts of General Sessions of the Peace.*

These courts, established in each county, are similar in constitution and practice to the courts of quarter sessions in England, except in as far as the trials by jury for misdemeanors, &c. have been transferred to the Supreme Court by a recent Act of the Legislature.

5. *Court of Vice-Admiralty.*

The master of the rolls in chancery is the judge in this court, the chief business in which consists in proceedings in regard to seamen's wages, and the prosecution of charges against foreign vessels, chiefly American, for infractions of the treaty in relation to the fisheries on the North American coasts. But little business has been done in this court during the current year (1842), owing principally, as it is believed, to the prevention of the trespasses of the American fishing vessels, by the employment of provincial cutters to guard the British fishing grounds, under a liberal provision of the provincial legislature for that purpose. There is no salary attached to the office of judge of this court; but certain fees are received by him, amounting in this year, according to his return, to about 20 *l.* sterling.

6. *Court of Marriage and Divorce.*

Under a recent Act of the Legislature this court is now so constituted, that the Lieutenant-governor, or, in his absence, the chief justice of the Supreme Court, or the master of the rolls in Chancery, may preside, with two members of the Executive Council. The chief justice, under the provisions of the Act, having been appointed vice-president of the court, sits as, and is, *de facto*, chief judge of the court, assisted by two members of the council. There are no salaries attached to those offices, but some trifling fees are payable upon hearings.

7. *Courts of Probate of Wills, &c.*

These courts, which were established on their present footing by a provincial Act, passed in the session of 1842, and specially confirmed by the Queen in Council, exist in each county of the province, taking cognizance of the settlement of the estates of deceased persons. The judges and registrars of the courts have no salaries, but are remunerated by fees specified in the Act.

In addition to the foregoing, there are courts of minor jurisdiction, under provincial Acts, by which justices of the peace throughout the province (and in Halifax, as an incorporated city, the mayor's court), determine civil suits when the sum in dispute does not exceed 8 *l.* sterling, and impose fines, not exceeding 4 *l.* sterling in amount, for certain criminal offences, such as assaults, &c., with imprisonment in some cases.

The whole ordinary expense of the judicial establishment in this year, charged on the revenues, is 6,334 *l.* 13 *s.* 4 *d.* exclusive of 720 *l.* for pensions of judges of the courts of common pleas, abolished by a recent provincial Act.

## ECCLESIASTICAL ESTABLISHMENT.

This consists of a bishop, with a salary of 2,000 *l.* sterling per annum, besides 400 *l.* sterling as a missionary allowance; of one archdeacon, who is also ecclesiastical commissary, his salary being 300 *l.* sterling, with an allowance of 175 *l.* sterling as a missionary, and of about 30 other missionaries, each receiving from the Society for Propagating the Gospel from 100 *l.* to 200 *l.* sterling per annum, the whole ordinary expense being 7,640 *l.* sterling, nothing of which, however, falls on the provincial revenue.

## EDUCATION.

King's College, at Windsor, was founded under a Royal charter in 1802. The Archbishop of Canterbury is the patron, the bishop of the diocese the visitor, and the Lieutenant-governor, bishop, and other provincial officers form a Board of directors or governors. Its statutes are similar to those of Oxford. It has an annual allowance from the provincial treasury of 400 *l.* sterling, under a permanent Act, and is otherwise supported by benefactions from societies in England and other sources, to the amount of 1,000 *l.* sterling per annum. It is under the immediate management of a president, who has a salary of 368 *l.*

368 *l.* sterling per annum, including his allowance as chaplain. The president must be a clergyman of the Church of England; but religious tests formerly existing in regard to graduates have been removed many years past. There are at present 22 students. In connexion with this college, there is an academy or grammar school, with at present about 58 scholars. The principal of this academy has an annual salary of 160 *l.* sterling, and an assistant 80 *l.* sterling, those salaries being exclusive of tuition fees.

Dalhousie College, in the city of Halifax, is an institution originally founded under the patronage of the late Earl of Dalhousie, when Lieutenant-governor of the province, in the year 1819, and was intended to be upon the model of the Edinburgh University; the funds requisite for the buildings and endowment of the establishment being derived from the duties of customs received at Castine, an American port in the temporary occupation of His Majesty's Government during the war with the United States, to the amount of 8,500 *l.* sterling, in addition to which, aid was granted by the Provincial Government to the amount of 6,400 *l.* sterling. A fine building was erected of freestone, but owing to the want of sufficient funds and other causes, the institution did not go into operation until the year 1838, when an Act of the Assembly was passed by which the principal professor in the Picton Academy was transferred to this college, and one-half of the sum theretofore allowed from the provincial treasury for the support of the academy, namely, 160 *l.* sterling out of 320 *l.* sterling, was also transferred to the college for the support of that professor, who was assisted by two others. In the year 1842 an Act of the Assembly was passed (which has since received the assent of Her Majesty in Council), authorizing the Lieutenant-governor to appoint a new Board of Governors of this college (the trust having been previously confined to a few persons of an official character), with powers of conferring degrees, in addition to the corporate capacity which had before existed, and providing that no religious tests should be required from the governors, professors, graduates, or others. As this was done with a view of removing from this college every thing of a denominational or sectarian character, a Board of Governors has been formed, consisting of a number of influential gentlemen of different denominations; statutes have been framed; and the present number of professors is two, in addition to which a professor of modern languages, much required, is to be added as soon as a suitable person can be procured. Under the present system of constitution and government, the number of students has already increased (being now 24), and when the college shall have been put upon the efficient footing contemplated by the governors, it is confidently anticipated that a very large addition will be made to the number. The funds of this institution are at present about 300 *l.* sterling per annum from dividends on account of sums invested in the three per cent. consols, and 320 *l.* sterling per annum granted from the provincial treasury.

Acadia College, incorporated by Acts of the General Assembly passed in 1840 and 1841, is situated at Horton, in King's County, having been established by the Nova Scotia Baptist Education Society. There are in this institution three professors of the Baptist denomination, and 33 students. There is connected with the college an academy with two teachers and 45 pupils. £.400 sterling is granted by the Legislature in aid of private contributions towards the support of this college, which is under the more immediate superintendence of the above-mentioned Baptist Society. Both institutions are open to all denominations, and no religious tests are required from either professors or students. The power of conferring degrees is given by the Act of Incorporation.

St. Mary's Seminary or College was founded by the Roman-catholics about three years since, and was incorporated by an Act of the Provincial Legislature in the session of 1841, which has received Her Majesty's assent. The Act gives the power of conferring degrees, and provides that no religious tests shall be required from any of the trustees or students. The principal professor is a Roman-catholic priest, assisted by other professors and teachers of the same persuasion. The students in the college and seminary, which have not as yet received distinctive characters, are about 72. This institution receives an annual grant from the provincial treasury of 326 *l.* 5s. sterling, and is otherwise supported by subscriptions and tuition fees.

It may be remarked in regard to these collegiate institutions, that there appears to be an increasing inclination throughout the province that they should all be merged in one common university, divested of any sectarian or denominational character, upon a similar footing to that of Dalhousie College.

The minor academies and grammar schools throughout the province are numerous. Besides the grammar school at Halifax, receiving by a permanent endowment 100 *l.* sterling annually from the provincial treasury, and the Picton Academy, receiving from the same source 160 *l.* sterling per annum, there are in each of the other counties of the province an academy or grammar school, with an annual provincial allowance each of 80 *l.* sterling; and in addition to these the General Assembly, by an Act of 1841, granted 4,800 *l.* per annum for four years for the support of common schools.

The several enactments in regard to colleges, academies, and common schools provide for the admission of free scholars, thus liberally affording the means of education to all classes.

#### COMMERCE.

Commerce has in this province, as in the other British North American possessions, suffered some depression during the past year, to which depression the diminution of the revenue is to be attributed. But the public credit has been maintained, all demands upon



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NOVA SCOTIA. the provincial treasury having been discharged; and although doubtless the same cause will affect the public income for 1843, it is yet to be confidently anticipated that, by a provident reduction of the expenditure for local objects, there will be no serious inconvenience sustained during the coming year.

IMPORTS into the Province for the Year ending 31st December 1842.

FROM WHENCE.	ESTIMATED VALUE IN STERLING.	SHIPS INWARDS.		
		NUMBER.	TONS.	MEN.
	£. s. d.			
Great Britain - - - -	337,364 - -	107	40,090	19,489
British West Indies - - -	44,023 - -			
British North American Colonies	204,979 - -	1,909	132,238	
British Colonies elsewhere -	98,178 - -			
United States of America - -	373,739 - -	1,266	121,724	
Foreign States - - - -	113,275 - -	175	22,390	
TOTAL - - - £.	1,171,558 - -	3,452	316,442	19,489

EXPORTS for the same Period.

TO	ESTIMATED VALUE IN STERLING.	SHIPS OUTWARDS.		
		NUMBER.	TONS.	MEN.
	£. s. d.			
Great Britain - - - -	79,784 - -	81	29,062	2,047
British West Indies - - -	433,425 - -			
British North American Colonies	237,891 - -	2,202	167,445	
British Colonies elsewhere -	6,042 - -			
United States of America - -	72,699 - -	1,214	121,345	
Foreign States - - - -	29,413 - -	57	7,771	
TOTAL - - - £.	869,254 - -	3,549	73,477	2,047

The balance of trade against the province is not so great as may appear from the foregoing tables; the value of exports being placed very low in proportion to the returns, and the West India trade being exclusively carried on by vessels owned in the province, as is generally that with Great Britain.

MANUFACTURES.

The manufactures of Nova Scotia are few in number; among them may be named cordage, coarse woollens and chocolate; tobacco is also manufactured in different ways. The grinding of wheat and other grain is universal throughout the country, and to some extent the preparing of deals for exportation. Grindstones are made and exported from the county of Cumberland, in which there are extensive quarries supplying the material. The value of this latter export is about 10,000*l.* sterling per annum. Mills for the grinding of plaster of Paris or gypsum have been established in the county of Hants, but their operation is very limited, from the restrictions imposed upon the trade by the American government. Manufactured articles in common use are generally obtained from Great Britain, and in a lesser degree from the United States, the high price of labour in the colony preventing the embarkation of capital in manufacturing speculations.

## AGRICULTURE.

Agriculture is steadily advancing ; it has already received some impulse from an Act of the General Assembly of 1841, under the provisions of which importations of improved breeds of live stock, and implements of husbandry, to serve as models, have been made ; and it is expected that further benefits will accrue when the system established by that Act, which gives encouragement, by provincial grants, to local societies throughout the country, under the superintendence of a central board at Halifax, shall have come more fully into operation. This year the crops have proved very abundant ; the plenty thereby occasioned, and the general depression of trade, have caused prices of agricultural produce to be lower than usual ; but this branch of industry may be considered as prosperous, the lands being mostly held by proprietors in fee simple, who having no rents to pay, are, with a good harvest, not much affected by a reduction of prices.

*Vide Act annexed.*

## GRANTS OF CROWN LANDS.

The quantity of land sold by the Commissioners of Crown Lands, in Nova Scotia Proper and Cape Breton, during the year ending 31st December 1842, is 5,893 acres. The gross amount of purchase-money upon sales made during this and former years, and received in this year, being 1,232 *l.* 18*s.* 2*d.*, the Commissioner of Crown Lands for Nova Scotia not having received sufficient to pay his salary up to the maximum amount, there being by his account 263 *l.* 6*s.* 4*d.* due to him, and the Commissioner for Cape Breton having paid into the casual revenue fund 20 *l.* 16*s.* 9*d.*, as the balance received by him after payment of his salary and contingent allowances. The regulations in regard to the sales of these lands having been found inconvenient and oppressive, the subject has been brought under the consideration of Her. Majesty's Government, and a report thereupon, made by the Land and Emigration Commissioners, will be brought under the consideration of the Legislature in 1843, with a view to a modification of those regulations, affording greater facilities to settlers.

## PUBLIC WORKS.

During this year the following public works have been completed, or partially advanced ; namely,

1st. The bridewell, or penitentiary, near Halifax ; a large stone building, upon which 5,840 *l.* sterling have been already expended, and it is estimated that it will require upwards of 2,000 *l.* sterling additional to complete it. The expense is wholly defrayed from the provincial treasury.

2d. A lighthouse at the entrance of Louisbourg Harbour, Cape Breton. This has been completed at an expense of 1,140 *l.* 7*s.* 4*d.* sterling, and put into operation. The building for the light was constructed for a lighthouse contemplated in the previous year at Partridge Island, near the head of the Bay of Fundy ; but objections having arisen as to the latter site, it was deemed advisable to transfer the work to Louisbourg Harbour, where a light was much needed, and approved of by the Legislature.

3d. A lighthouse at the north entrance of the Strait of Cauno, completed at an expense of 897 *l.* 9*s.* 2*d.* sterling, paid from the provincial treasury, the light being now in efficient operation.

4th. Large sums have been expended, drawn from the provincial treasury, for the improvement of the roads of the province, especially to facilitate the transit between Halifax and Canada of the mails received and sent between Halifax and England by the steam-packets. With this view, the roads between Halifax and Picton, and from the latter place to New Brunswick, have been altered, by avoiding the larger hills on those routes, and making a tolerably level and good road the whole distance, which however will require a considerable annual expenditure to keep it in good repair.

## POPULATION.

No census has been taken since 1838, and, owing to the way in which that was made, under the provisions of an Act of the Legislature, the returns were very imperfect. Taking into account the probable increase by births and immigration, the population of the province may be estimated at about 220,000. Nearly 2,000 emigrants have arrived in the course of the year, chiefly from Scotland, who have settled in Cape Breton.

## PROTECTION OF THE FISHERIES.

In the protection of the fisheries on the coast of Nova Scotia, about 1,500 *l.* sterling has been annually expended from the revenues of the province for several years past, to prevent the aggressions of American fishermen. This has been found so effectual, that during this year there has been but little complaint of the encroachments of foreigners, who from the effect of seizures made in former years, have generally avoided fishing within the proscribed limits, and consequently there have been no seizures in the course of this year. The mackarel fishery on the eastern coasts of the province has been unusually productive, and it is generally attributed to the protection thus afforded.



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SABLE ISLAND, AND HUMANE ESTABLISHMENTS FOR THE RELIEF OF SHIPWRECKED SEAMEN AND PASSENGERS.

THE establishment of Sable Island for the saving and relief of shipwrecked persons and property, continues in the most effective state: 320*l.* sterling is granted by the provincial legislature for this establishment, in addition to 400*l.* from the Imperial Government. There are humane establishments, affording provisions for the same purposes, at the islands of St. Paul and Scattarie, where the occurrence of shipwrecks is frequent, and at the Seal Islands, which are supported by the provincial government; the two former receiving in part aid from other provinces of British North America, towards the expenses of the light-houses and humane establishments upon them, under the charge of the government of this province.

(signed) *Falkland,*  
Lieutenant-governor.

ANNO QUARTO VICTORIÆ REGINÆ, CAP. 2.

An Act for the Encouragement of Agriculture and Rural Economy in this Province.  
(Passed the 29th day of March. A. D. 1841.)

Central Board.	BE it enacted, by the Lieutenant-Governor, Council, and Assembly, that it shall and may be lawful for the Lieutenant-Governor, or Commander-in-Chief for the time, by and with the advice of Her Majesty's Executive Council, to appoint and commission a central Board of agriculture at Halifax, consisting of 11 fit and proper persons, of whom seven shall be resident in Halifax, or its vicinity, and one selected from the eastern, western, and middle divisions of Nova Scotia, and one from Cape Breton, four of whom shall be a quorum, and from time to time, as vacancies occur in the commissioners composing such Board, by revocation, death, resignation, or continued absence from the province, to supply such vacancies by new appointments.
Annual grant of 500 <i>l.</i> for four years. How to be expended. Salary of clerk.  Importation of implements, seeds, live stock, &c.	2. And be it enacted, that there shall be granted and paid to the said commissioners, out of the public funds of this province, the sum of 500 <i>l.</i> annually, for four years, from and after the passing of this Act, whereof the said Board shall be at liberty to expend a sum not exceeding 100 <i>l.</i> annually, for the salary of a clerk or secretary, to be appointed by them, and removed at pleasure, and a further sum for their incidental expenses; and shall lay out and expend the balance, during the aforesaid period of four years, in the importation from abroad of the most improved implements of husbandry; and also of seeds and live stock of various kinds, in the encouraging and circulating of agricultural publications, and the diffusion of knowledge on the different branches of husbandry, and in such other objects, for the agricultural improvement of the province, as the said Board may from time to time approve; and that the said Board shall be at liberty to expend the balance on any one or more of such objects, in every year, as their experience and judgment may from time to time suggest; and shall exhibit an account of such expenditure to the Legislature in each year, verified by the oath of one of the members of the said Board, and by proper vouchers in that behalf.
Importations how to be disposed of.	3. And be it enacted, that the said Board shall be at liberty to dispose of all implements, seeds, or live stock, imported by them from time to time in such way as may appear to them most conducive to the general improvement of the province, either by offering such importations, or any of them, for sale, in such counties and on such terms as they may direct; or by distributing the same, or any of them, gratuitously, or placing the same under the charge of any societies or individuals whom they may select, and on such conditions as they shall from time to time prescribe; and in case such importations, or any of them, shall be offered for sale, all instruments or bonds that may be directed by the said Board to be taken in respect thereof, shall be in the names of the commissioners for the time being, and shall be valid and binding on the parties executing the same, for the purposes to be therein declared; and the net proceeds of such sale shall be applied and accounted for by the said Board in manner aforesaid; and until such sales shall be had, all implements, seeds, live stock, or other articles, imported by the said board, shall be accounted the property of the commissioners for the time being, and be held by them for the purposes of this Act.
To correspond with agricultural societies, &c.	4. And be it enacted, that the said Board shall open and carry on a correspondence with the several agricultural societies already formed, or which may be hereafter formed in this province, and shall aid and direct them, as far as may be required, in prosecuting their several objects; and shall import for the said societies, out of funds to be provided by them, such implements, seeds or live stock, as they may respectively want from abroad; and shall likewise inspect and audit the accounts to be rendered by the several societies, of the application and expenditure of their funds, as hereafter mentioned; and from

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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from the reports to be furnished by the said societies, and from such other sources of information as may be accessible to the said Board, shall furnish to the Legislature, at every session, a general report of the progress of agriculture throughout the province, and of the expenditure of all monies granted therefor.

To report to the Legislature.

5. And be it enacted, that it shall and may be lawful for the Lieutenant-Governor or Commander-in-Chief for the time being, to grant his warrant on the public treasury of this province, annually, for the period of four years, from and after the passing of this Act, for the sum of 1,275*l.*, being at and after the rate of 75*l.* for each of the 17 counties in this province, to be applied and expended as hereafter mentioned.

Annual grant of 1,275*l.* for four years for the several counties in this province.

6. And be it enacted, that the said Board, in each and every year, shall ascertain whether agricultural societies that now are, or hereafter may be, formed in the several counties, ought to receive a proportion; and shall likewise determine what proportion, if any, each one of such societies shall receive out of the aforesaid grant of 75*l.*, such proportion to be regulated by the said Board, with reference to the numbers and contributions of the members of each society, and to its local position and usefulness, and so as one society, if there be no more than one in any of the said counties, may receive, with the assent and approval of the said Board, the whole of such grant; and that the president and secretary of each society shall be entitled to draw out of the treasury, for the purposes of this Act, the sum that may have been assigned to it as aforesaid by the said Board; provided always that no society shall be entitled to any portion of the said grant which shall not raise annually, by private contribution, the sum of 10 *l.* at the least; and that no more than three societies shall receive any proportion of the said grant in any one county: and provided also, that in all cases where a Central County Society, with a branch or branches in the county, shall be formed and approved of by the Central Board, that the said sum of 75*l.* shall be given to the said Central Society for distribution, for the purposes of this Act, in all cases where the sum of 20 *l.* shall have been raised by the Central Society, and the branch or branches thereof, jointly, in manner before mentioned.

How to be apportioned.

7. And be it enacted, that the sums so assigned and paid to the several societies, shall be applied and expended by them in the importation of live stock, implements or seeds, the offering of judicious premiums, or in such other agricultural objects and uses as in the judgment of each society may be best adapted to its local position and wants; and that such objects may be varied or altered, from time to time, at the discretion of each society; but no part of such sum shall be applied in the expense of managing the said societies.

How to be expended by the societies.

8. And be it enacted, that each one of the said societies throughout the province shall render to the said Board, on or before the 31st day of December in every year, a full and exact account, verified by the oath of the president or secretary thereof, to be administered by any one of Her Majesty's justices of the peace, of the expenditure of the sum so assigned and paid to such society out of the aforesaid grant, as also of the amount and appropriation of the funds contributed by or belonging to such society, with a report of its proceedings for the past year; and that any society which shall neglect or refuse to furnish such account and report, unless excused therefrom by the said Board, shall not be entitled, in any future year, to receive any proportion of the aforesaid grant.

Societies to render account to the Central Board.

9. And be it enacted, that this Act shall continue in force for the period of four years, and from thence to the end of the then next session of the General Assembly.

To continue for four years.

(L. S.) By his Excellency the Right honourable Lucius Bentinck, Viscount Falkland, Knight Grand Cross of the Guelphic Order, and Member of Her Majesty's Most Honourable Privy Council, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c. &c. &c.

I hereby certify that the above is a true copy of an Act passed in the last session of the General Assembly.

Given under my Hand and Seal at Arms, at Halifax, this 15th day of April, A. D. 1841, and in the fourth year of Her Majesty's reign.

(signed) *Falkland.*



## NEW BRUNSWICK.

NEW  
BRUNSWICK.

— No. 1. —

No. 1.  
Lord Stanley to  
Lieut.-Governor  
Sir W. M. G. Cole-  
brooke,  
24 April 1842.

(No. 53.)

COPY of a DESPATCH from Lord *Stanley* to Lieutenant-Governor  
Sir *W. M. G. Colebrooke*.

Sir,

Downing-street, 24 April 1842.

I ENCLOSE herewith the copy of a placard containing the names and addresses of the principal emigrant agents in British America, which has been printed for the information of emigrants, with a view to protect them from the misrepresentations of designing individuals.

Copies of this placard will be delivered to the master of each vessel, with the other papers which he receives on clearing from the custom-house. It is desirable that similar placards should be supplied to the agents at the usual places of disembarkation in New Brunswick, stating the names and addresses of the agents and sub-agents, or other persons selected to advise with the immigrants on their passage through the country, and that the agent at the port of landing should be instructed to distribute the placard among the passengers on the arrival of emigrant ships.

I have therefore to request that you would issue the necessary directions on the subject.

I have, &c.  
(signed) *Stanley*.

Enclosure in No. 1.

## NOTICE.

Encl. in No. 1.

LIST of GOVERNMENT EMIGRATION AGENTS in the *North American Colonies*, from whom all Emigrants may, on application, obtain Information gratuitously.

## CANADA.

*Quebec*.—A. C. Buchanan, esq., Chief Agent for Eastern (Lower) Canada.

*Montreal*.—James Allison, esq.

*Bytown*.—George Burke, esq.

*Kingston*.—John Roy, esq.

*Toronto*.—A. B. Hawke, esq., Chief Agent for Western (Upper) Canada.

## NEW BRUNSWICK.

*St. John's*.—Alexander Wedderburn, esq., Chief Agent.

*Fredericton*.—Edmund Ward, esq., Assistant Emigration Agent.

— No. 2. —

No. 2.  
Lieut.-Governor  
Sir W. M. G. Cole-  
brooke to Lord  
Stanley,  
27 May 1842.

(No. 56.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Lord *Stanley*.

Fredericton, New Brunswick,  
27 May 1842.

My Lord,

REFERRING to my despatch, No. 46, April 30, I have the honour to enclose to your Lordship, a report from the emigrant agent in St. John's.

The notification contained in your Lordship's despatch, No. 53, dated April 24th, has been duly transmitted to St. John's and the outports. Where emigrant agents have not been appointed, the deputy treasurers are required to officiate. But as it would be desirable that such agencies should be appointed at Miramichi, St. Andrew's, and probably at other ports, I submit whether it would not be advisable to insert a clause in the Act of Parliament, for imposing the charge

For Sir W. M. G. Colebrooke's Despatch, 30 April 1842, vide Correspondence respecting Emigration, ordered by the House of Commons to be printed 7 June 1842, No. 301, page 336.

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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charge of head-money on emigrants in the colonial ports, to authorise the payment of the emigrant agents from that fund.

A few of the emigrants who have arrived have found employment in the province, but the greater proportion have proceeded to the United States, and will, I hope, be attracted to Canada by the public employment held out to them in that quarter.

I have, &c.  
(signed) *W. M. G. Colebrooke.*

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## Enclosure in No. 2.

Encl. in No. 2.

Sir,

St. John's, New Brunswick, 18 May 1842.

OF the vessels advertised with emigrants at sea, only two have arrived at this port, whither those noted are destined. The Andover, from Cork, came into harbour yesterday. The Londonderry is detained at the quarantine ground, having fever on board, but only to a very limited extent.

In the details of my arrangements to instruct emigrants, the accompanying printed notice is put on board of every vessel as she is boarded in the bay; and I have been in the habit of giving copies to masters of regular traders, as preliminary instruction for those embarking at home. The "Emigrant's Hand Book" is also put on board by the medical officer, and copies deposited for their information in the wards of the "Reception House," and hospital, and every means in my power used to meet their inquiries and views; and I respectfully hope that his Excellency the Lieutenant-governor will believe, that almost every case of our promiscuous and voluntary immigration is truly (or very often) *sui generis*, and has to be treated accordingly.

The people on board the Andover generally engaged their passages with the view to proceed immediately to Boston. I had the honour to intimate on a former occasion, for the consideration of his Excellency, that the navigation laws of the United States restricting numbers on board, and the municipal and state imposts for head-money, &c., induce the emigrants, by a saving, to take a British colonial port *in transitu*.

Alfred Reade, Esq.  
&c. &c. &c.

I have, &c.  
(signed) *A. Wedderburn, G.E.A.*

NOTICE to Emigrants arriving at the Port of *St. John, New Brunswick,*  
and Out Bays.

WHEN the medical officer has inspected the emigrants, and discharged the vessel with a clean bill of health, they will be visited by Mr. Wedderburn, the Government emigrant agent for the province, who will afford them instructions and assistance in procuring employment, public lands, and private farms, as their cases may require.

Immigrants are earnestly cautioned not to remain idle in town, where the expenses of living will greatly impair whatever means they may possess. These should be carefully husbanded, to enable them to settle in the country without delay.

Facilities of conveyance are found by steam-boats and other vessels, to many of the most eligible points for settlement and employment in the country. Steamers leave this place or Indian Town (close by), every morning and evening, for Fredericton, the capital, passing Gagetown, the shire town of Queen's County; and Oromocto, of Sunbury. After leaving Fredericton, conveyances are found by water, &c. to any part of Prince William and adjacent parishes; onward to Woodstock, Brighton, and county of Carleton. Between St. John and Fredericton are the extensive farming districts of Sheffield and Mangerville, with the lakes of Grand Lake and Washademaak, inlet Bellisle, river Kennebecasis, and surrounding settlements, accessible at all times in summer by covered wood boats. Besides the Kennebecasis River, there is a main post road to Kingston, Hampton, Norton, and Sussex Vale, in King's County, which leads to Petitcodiac, Sackville and Dorchester, in Westmorland, whither also there is water communication on the Bay of Fundy, with opportunity of land at Quaco (St. John's County), Shepody or Hopewell, Memramcook, and the Bend of Petitcodiac, from which there is a land carriage to Shediac, of about 14 miles, on the way to Richibucto and Miramichi. To the westward steamers and sailing-vessels also ply regularly, viz. to Campo Bello, St. Andrews, and St. Stephen, in the county Charlotte, where emigration societies are established, and by whom every attention will be shown to forward the emigrants' views.

The Crown lands are sold by the Government here on very moderate terms, and the emigrant agent earnestly recommends them to form themselves into associations for immediate settlement, before leaving the vessels; they will then, without delay, be enabled to proceed either to the vicinity of friends who may reside in the country, or form locations on the several surveys recently made for that purpose, by order of his Excellency the Lieutenant-governor in Council; viz. the Victoria, Oregon, and Albert settlements.

The industrious of all classes of immigrants need apprehend no want of success in this province, if they steadily persevere in their avocations. The emigrant agent will also afford any



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any aid in arranging for passages from Great Britain and Ireland, for any parties who may be desirous to join their connexions or others, in this province.

It is very desirable that those arriving should bring with them testimonials of character, from persons of known respectability at home.

(signed) A. Wedderburn,  
G. E. A. for N. B.

N. B.—The Emigration Society, of which his worship the mayor, is president, will furnish passes for employment to the respective district agents in the country.

A. Wedderburn,  
Secretary to Emigration Society, St. John.

Government Emigration Office, St. John's, New Brunswick,  
21 May 1842.

Sir,

I HAVE the honour to acquaint you, for the information of his Excellency the Lieutenant-governor, that the sailing of the following vessels for this port with emigrants was this day reported to me; viz.

Agnes, from Sligo	-	-	-	-	-	-	82
Aisthroe, from ditto	-	-	-	-	-	-	134
Cordelia, from Belfast	-	-	-	-	-	-	76
Elizabeth, from Liverpool	-	-	-	-	-	-	196
Odessa, from Londonderry	-	-	-	-	-	-	213
John Francis, from Cork	-	-	-	-	-	-	237
Martha Ann, from ditto	-	-	-	-	-	-	134
Argyle, from ditto	-	-	-	-	-	-	192
British, from ditto	-	-	-	-	-	-	197
Pons Ollii, from ditto	-	-	-	-	-	-	208
Martha, from ditto	-	-	-	-	-	-	151
Thomas Hanford, from ditto	-	-	-	-	-	-	150
Clifton, from ditto	-	-	-	-	-	-	236
John Wesley, from ditto	-	-	-	-	-	-	109
Total							2,315

With about 1,600 stout male adults reported and arriving, I trust I may be pardoned if I express regret that some of the useful public works suggested by his Excellency were not opened for employment of such useful and valuable immigrants.

Alfred Reade, Esq.  
&c. &c. &c.

I have, &c.  
(signed) A. Wedderburn, G. E. A.

No. 3.

Lieut.-Governor  
Sir W. M. G. Cole-  
brooke to Lord  
Stanley,  
13 June 1842.

— No. 3. —

(No. 59.)

COPY of a DESPATCH from Lieutenant-Governor Sir W. M. G. Colebrooke to Lord Stanley.

Fredericton, New Brunswick,  
13 June 1842.

My Lord,

I HAVE the honour to enclose to your Lordship the copy of a letter from the emigrant agent in St. John, with a further return of emigrants who have embarked for the province chiefly from the ports in Ireland.

These persons, when they quit their homes, probably repair to the nearest ports, where they are induced to embark in the ships bound to this province, without any accurate information, and possibly in many cases without any settled views of their future destination. Single men, and those who have any resources and who could readily find a settlement in the province, are influenced by designing or interested persons to proceed on their arrival to the United States; but families in a state of destitution are landed, who have no other resources than such scanty relief as can be obtained from parochial funds or charitable contributions. Of the numbers thus chargeable in St. John, I have no report, but in Fredericton there are at this time from 60 to 70 women and children wholly unprovided for, while the men have gone into the country in search of employment; and in some cases, where the families have accompanied them, they are dependent for their support on the hospitality of the farmers.

Their patient endurance under the severe trials and privations to which they are often exposed, is creditable to these poor people; and not less so the numerous instances where they apply the resources they acquire by their industry, in assisting their parents and relatives at home.

Left

CORRESPONDENCE RELATIVE TO EMIGRATION.

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Left to the spontaneous influence of their natural feelings, there are dispositions in the Irish peasantry giving them the strongest claim to protection and sympathy.

Referring to the suggestion contained in my despatch, No. 56, of the 27th ult. I beg leave to urge on your Lordship's consideration, the advantage of raising, under the authority of Parliament, an emigrant tax, to provide for the establishment of agencies in the colonial ports.

The tax now levied under an Act of this province is inadequate to meet the charges which are annually incurred, for the relief of the emigrants, by the guardians of the poor; and the heavier tax to which the masters of ships are subject who take them to the United States, operates as an inducement to bring them to this province, from whence those who have any funds proceed to Boston by the steam-vessels. When they are landed at Miramichi, they are often exposed to a fatiguing journey across the country to St. John or St. Andrew's.

The presence of an officer in each of the ports where they arrive, whose advice and assistance they might claim, would thus enable them to avoid much of the difficulty and distress to which they are now exposed. Those who possess resources would be directed where they could settle advantageously in the province, and others would be advised where employment could be obtained.

From the tenor of the concluding observations in your Lordship's despatch, No. 60, of the 18th of May, I find that I have omitted to report that I have abstained from taking any steps for the introduction of British emigrants from the United States, although I am informed that many have arrived in the present year, who would have proved valuable settlers in the British colonies.

I have, &c.  
(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 3.

Government Emigrant Office, St. John,  
New Brunswick, 4 June 1842.

Sir,

I HAVE the honour to transmit, for the information of his Excellency the Lieut.-governor, a report of vessels having sailed with emigrants from home for the port, amounting to 1,596 souls on board.

None of the vessels have yet appeared; but as they do arrive, numerical corrected returns will forthwith be submitted to his Excellency.

The instructions communicated to me by Mr. Odell, under date 23d April last, to "transmit the returns quarterly," seemed to supersede other arrangements; but with as little delay as the service admits of, such reports as the Lieut.-governor requires will be forwarded to you after arrivals.

The placards sent from the secretary's office have been posted, and in part issued, according to his Excellency's commands.

A. Reade, Esq. &c. &c. &c.

I have, &c.  
(signed) *A. Wedderburn, G. E. A.*

REPORT of VESSELS having sailed from *England and Ireland* with Emigrants for *St. John, New Brunswick, &c.*

VESSELS' NAMES.	SAILED.	MASTER'S NAME.	WHERE FROM.	MEN.	WOMEN.	CHILDREN UNDER		TOTAL.
						14	7	
Maria - - -	May 12	- M'Doran -	Londonderry -	19	21	2	3	45
Creole - - -	7	- Clarke -	Ditto -	86	78	22	28	214
South Esk - -	11	- Nisber -	Liverpool -	50	15	1	14	66
Dykes - - -	-	- Harrison -	Sligo -	57	57	13	20	147
Jessie - - -	3	- Fitlock -	Limerick -	50	28	14	15	107 (a)
Carrywell - -	4	- Buchanan -	Belfast -	36	25	15	15	71
Trial - - -	13	- - -	Dublin -	27	35	14	23	99
Mary Caroline -	4	- Brewer -	Cork -	174	155	22	72	423
Mary - - -	-	- Grade -	Ditto -	43	48	2	24	117
Kingston - -	-	- Small -	Ditto -	37	28	4	12	81
Eliza Ann - -	-	- Walton -	Ditto -	95	61	22	48	226 (b)
TOTAL, Souls - - -								1,596

(a) May go to Quebec.

(b) May go to St. Andrew's.

Government Agent Office,  
St. John, New Brunswick, 4 June 1842.

(signed) *A. Wedderburn, G. E. A.*

NEW  
BRUNSWICK.

5 Will. 4.  
Act annexed.

For Lord Stanley's  
despatch, 18 May  
1842, No. 60, vide  
Correspondence  
respecting Emi-  
gration, ordered by  
the House of Com-  
mons to be printed,  
7 June 1842,  
No. 301, p. 336.

Encl. 1, in No. 3.



NEW  
BRUNSWICK.

Encl. 2, in No. 3.

Enclosure 2, in No. 3.

COPY of an ACT passed by the Legislature of *New Brunswick*, intituled, "An Act to regulate Vessels arriving from the United Kingdom with Passengers and Emigrants."

Anno Secundo Gulielmi 4, Regis.

Preamble.

WHEREAS the practice of landing passengers and emigrants from the United Kingdom who are in a destitute and diseased condition has become extremely burthensome, and sometimes dangerous to the health of the inhabitants of this province. And whereas such disease and distress are often occasioned by the practice of taking on board ships in the ports of the United Kingdom more passengers and emigrants than can be comfortably accommodated; and whereas it is just and expedient that the inhabitants of this province should be relieved from some of the heavy burthens thus imposed upon them.

Masters of vessels, arriving from the United Kingdom, to pay 5 s. for each passenger when the vessel is sanctioned by His Majesty's Government to take out emigrants to the North American Colonies, and 10 s. when not so sanctioned.

1. Be it therefore enacted, by the Lieutenant-governor, Council, and Assembly, that the man or person having charge of any ship or vessel, which may arrive at any port or place in this province, from any port or place in the United Kingdom with passengers and emigrants shall, at the time of reporting such ship or vessel, pay to the treasurer of the province, or any deputy treasurer, at the port or place where such ship or vessel may arrive, the sum of 5 s. for each and every such passenger and emigrant, when the master or person having charge as aforesaid, shall make it appear, by a certificate from the officers of the customs, at the port of clearance in the United Kingdom, that such ship or vessel had the sanction of His Majesty's Government to take out passengers and emigrants to the North American Colonies; and when no such certificates are produced to the said treasurer or deputy treasurer, as the case may be, then and in such case the master or person having charge of such ship or vessel as aforesaid, shall pay to the said treasurer or deputy treasurer the sum of 10 s. for each and every passenger and emigrant on board such ship or vessel; all which sum or sums the said treasurer and deputy treasurers respectively are hereby authorized and required to demand and receive: provided always, that two children, each being under the age of 14 years, or three children, each being under the age of seven years, or one child being under the age of 12 months, with the mother of such child, shall in all such cases be computed as one person for the purposes of this Act.

Proviso, as to children.

Separate accounts to be kept of the money arising under this Act.  
Application of the Act.

2. And be it further enacted, that the treasurer of the province, and deputy treasurer respectively, shall keep a separate account of all monies received under and by virtue of this Act; which sums so received shall be applied from time to time, by grants from the Legislature, towards relieving destitute and diseased passengers and emigrants, and in assisting them to reach their several places of destination within the province, and paid by warrant of his Excellency the Lieutenant-governor, or Commander-in-chief for the time being.

Mode of recovering the duty in cases of neglect or refusal to pay.

3. And be it further enacted, that upon the refusal or neglect of the master or person having charge of any ship or vessel arriving with passengers and emigrants as aforesaid, to pay the sum or sums for each and every passenger and emigrant aforesaid, it shall and may be lawful to and for the treasurer, or deputy treasurer, as the case may be, to sue for and prosecute the same before any two of the magistrates of the county where the vessel may be; and on conviction, the said magistrates shall and may levy the same by warrant of distress under their hands and seals, directed to any sheriff, marshal, or constable, at or near the place where the vessel may be, and by sale, under the said warrant, of the guns, boats, tackle, apparel, and furniture of such ship or vessel, and the overplus (if any) of such distress and sale, after deducting the costs, shall be paid to the master or person having charge of such ship or vessel.

Suspending clause.

4. And be it further enacted, that this Act shall not be in force, or come into operation until His Majesty's Royal Assent be first thereunto had and declared.

(signed) *Archibald Campbell*,  
Lieut.-Governor.

*Note.*—This Act has been confirmed by His Majesty in Council.

— No. 4. —

(No. 65.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Lord *Stanley*.

My Lord,

Fredericton, New Brunswick, 28 June 1842.

REFERRING to my Despatch, No. 53, May 14th, I regret to have occasion to report that, notwithstanding the precautions taken by your Lordship to discourage the emigration of indigent persons to this province under the present depression to which all classes are subject, large families have come out, and especially to the Port of St. John, who, from their indigence, have seriously aggravated the pecuniary distress of the community. When they arrive it has been found impracticable to discriminate between those who are possessed of any resources or who may be entirely destitute, and they are indiscriminately thrown on the charity of the country already overburthened by the destitution arising from general want of employment. From these circumstances the men sometimes proceed in search of employment through the province or to the United States, leaving their families to be supported when the resources of society are already exhausted and the Government is destitute of funds. Some whole families set out to travel through the country, depending for subsistence on the casual hospitality of the distressed farmers, and often refusing employment, their object being to proceed to the United States by crossing the frontier. By this expedient the heavy charges to which the masters of emigrant vessels are subject in the American ports are evaded.

It was my intention by the present mail to have replied to the observations contained in your Lordship's Despatch, No. 66, of the 31st of May; but from the importance of the subject, I am desirous of entering more fully upon it than I can at this time. That it is practicable to devise means for averting the evils attendant on the system of colonization heretofore pursued, I have no doubt; and I will take this opportunity of explaining that the disposal of lands otherwise than by public sale has at no time entered into my views for the settlement of the colonies.

I have, &amp;c.

(signed) *W. M. G. Colebrooke*.NEW  
BRUNSWICK.

No. 4.

Lieut.-Governor  
Sir *W. M. G. Colebrooke* to Lord  
*Stanley*,  
28 June 1842.

For Sir *W. M. G. Colebrooke's* Despatch, 14 May, No. 53, *vide* Correspondence respecting Emigration, ordered by the House of Commons to be printed, 7 June 1842, No. 301, p. 338.

For Lord *Stanley's* Despatch, No. 66, of the 31 May, *vide* Correspondence respecting Emigration, ordered by the House of Commons to be printed, 7 June 1842, No. 301, p. 333.

— No. 5. —

(No. 71.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Lord *Stanley*.

My Lord,

Fredericton, New Brunswick, 9 July 1842.

I HAVE the honour to forward to your Lordship the return of emigrants who have arrived in the principal ports of this province, from the United Kingdom, in the quarter ending the 30th of June.

From these returns your Lordship will perceive that the number in the present season has been greater than usual; and although many respectable settlers have come out, and, from the prevalence of temperate habits, there is a marked and general improvement in the condition of the emigrants, the more indigent have been exposed to great suffering, in consequence of the general distress to which the inhabitants of all classes are at present exposed.

Since the date of my Despatch, No. 59, of the 13th of June, the influx of so great a number of people, many of whom are ascertained to be paupers, has been a serious aggravation of the difficulties to which the province is still subject, with no prospect of abatement in the present year; for representations have been made to me that many farmers are without the means of subsistence, and that in several instances they had been obliged to consume the seed corn and potatoes required by them for planting in the spring, while the banks have been obliged to suspend their usual accommodation, partly owing to the large advances of capital they had already made to the Government.

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The

No. 5.

Lieut.-Governor  
Sir *W. M. G. Colebrooke* to Lord  
*Stanley*,  
9 July 1842.

Enclosure A.

1 to 4.



NEW  
BRUNSWICK.

B.

No. 5 to 7.

C.

No. 8.

D.

No. 9.

E.

No. 10.

For Sir W. M. G. Colebrooke's Despatch, No. 20, 26th February, and Lord Stanley's, 31 May, No. 66, vide Correspondence respecting Emigration, ordered by the House of Commons to be printed, 7 June 1842, No. 301, pp. 330-333.

The check given to the timber trade in the last year, did not lead to a corresponding change in the habits of the people; and the lumbering parties having continued their pursuits under an expectation of the markets being relieved, they obtained on credit their usual supplies from the farmers and merchants, for which they cannot now make payment, being unable to dispose of their lumber except at a great loss.

From the reports of which copies are inclosed, your lordship will comprehend the extent of the pressure which the influx of an unusual number of indigent emigrants has occasioned.

This pressure has fallen with the greatest severity on Saint John and the outports; and also on this town, in consequence of the numbers who come up in search of subsistence by the river steamers from Saint John. In explanation of the condition of the people, I enclose an extract of a petition from a respectable farmer, and the affidavit of an emigrant who came out from Ireland, with his family and 60 other emigrants to Miramichi; also a report from the magistrates in the county of Carleton.

In recurring to my despatch, No. 20 of the 26th of February, and to that of your Lordship, No. 66, of the 31st of May, I am prompted, from the importance of the subject, to offer such further observations as may assist in determining the extent and manner in which the assistance of the Government may contribute to the effective settlement of the colonies.

To any one who has had an opportunity of observing the effects of the ancient mode of colonization still prevalent in eastern countries, and contrasting it with the system adopted in the British colonies, must be apparent the practical advantages attending the former.

The policy of the ancient governments having been to hold out the highest encouragement to agriculture, from which it was early discovered that resources could alone be derived to avert the pressure of increasing population, the occupation of new lands was effected by a skilful application of means for reclaiming them.

The district to be reclaimed and occupied might require to be cleared of wood or to be irrigated by waters to be conducted from distant rivers, by the excavation of tanks or reservoirs, or the construction of them by dams or dykes raised across the gorges of hills: the ruins of the most ancient works, as well as those which still exist, afford proof that they were executed with extraordinary skill and judgment.

That capital, in the modern sense, might have been in some instances employed in their execution, is probable; that they were as often the result of the co-operative industry of colonies of free settlers who reclaimed the lands, is shown from the enterprises of this nature which are still in progress in various countries of the East.

When the reclaiming of lands was thus effected by co-operative industry, the settlers necessarily carried with them their implements and the means of subsistence, and were organized under such intelligent direction as rendered their labour effective; the division of the land or of the produce, when cultivated in common, being regulated by a consideration of the arrangement under which the lands might be rendered in the highest degree productive. By carrying out at once all the arts applicable to their situation, and by the participation of all classes in the profits of various industrial pursuits, their independence of extraneous resources was in a great degree secured, and they were able to make the contributions required for their defence and for the maintenance of their public works.

The organization of such colonies, united as they usually were by a common faith and with bye-laws adapted to their various circumstances, will account for the remarkable fact that countries thus settled should have survived the violent conquests and revolutions to which several of them have for ages been subject, and have retained so much of their organization.

From the superiority of the common law of England, and its adaptation to the varied circumstances of society in its progress, it was to have been expected that the English colonies would have acquired the same advantages in a high degree; and the early success and expansion of the colonies of New England, may be mainly referred to this source.

It is, however, remarkable that the arts and improvements of the older communities have been slowly carried to the colonies; and as it was impracticable

to

to realize the means of obtaining the productions of these arts by exchange, the desire for them was lost, and a rude system of agriculture and mode of life obtained, which the more indigent classes, forming the great body of the emigrants, were unable to improve. Hence too the wealth acquired in commerce continued to be accumulated in the towns, and was not to any extent employed in reclaiming the country, whereby territorial influence might have been acquired, and the general condition of society ameliorated and improved.

The settlement of the French Canadian colonies under a feudal organization secured some of the advantages derivable from such a system, but it has been unfavourable in other respects to the advancement of society. Such settlements would, however, by the example of others organized on better principles, have improved their system; and it is to be apprehended that this improvement has been retarded by the desultory influx of indigent settlers from the United Kingdom, especially since the war, and the absence of all organization amongst them. That such settlements could be successfully formed by individual or associated capitalists, I entertain no doubt; but it would be much facilitated by the adoption of a system of home colonization on the same principle, when the skilful occupation of land might be successfully combined with the practice of various arts and trades, which it would be desirable to carry to the colonies.

Such colonies would provide for their support and make a return for the capital invested in them, and they would become the means of training the people of every class for emigration to the colonies, and of cementing the bonds with the parent country. I need hardly add that the formation of such colonies in the United Kingdom would operate as a signal relief to the distressed labourers and operatives who are suffering at home, or who emigrate to the colonies without resources; and there is no part of the British colonial possessions, with which I am acquainted, in which such organized settlements might not be carried out with advantage.

Even in tropical countries, the formation of such settlements is the only practical mode of improving the colonies, and avoiding the evils incidental to the desultory introduction of indigent settlers of whatever class. And whether we advert to the evils of what was called "the redemption system," in the West Indies, which was succeeded by the African slave trade, or to the modern expedient of introducing labourers, chiefly males, from Africa or India, the same defects were inherent in them, and are such as will be found to have retarded the improvement of the colonies.

A primary advantage would attend such a system of organized colonization, that provision would be made for the spiritual care of settlements so formed, and for the education of the young, the neglect of which has been so unfavourable to the moral condition of the colonies.

In support of these views, I enclose to your Lordship an extract of a letter I have recently received from a gentleman of property in Antigua, now in England, who had opportunities of judging of the practical advantages of the village system in operation in that island; and which, under the principles of the common law, I would be glad to see introduced into all the colonies.

Your Lordship has justly remarked that the Government can do little more than, by regulating and diminishing the cost of conveyance of settlers, facilitating the acquisition of lands, and circulating correct information, to leave such undertakings to the operation of private interest. I am aware also that the intervention of the Government beyond these has, in some cases, involved the public in expenses, and ended in failure. It is, therefore with no object of directly engaging the Government in such projects that I have entered into an explanation of these views, but in order to promote them by the means which your Lordship has indicated, and to discourage undertakings not founded on such principles. The prosecution of useful public works on the credit of the colonies would tend greatly to facilitate their settlement; and the advantage which the local communities would derive from the support of Her Majesty's Government, would chiefly be in the opportunity of obtaining the funds required by them on more favourable terms, when large loans were negotiated. For this purpose, and to provide for the gradual redemption of the debt of this province, I am still of opinion that 500,000*l.* will be required, for which adequate provision may be made. If the half of this sum had been raised in the present year, not only would the country have been relieved from the existing distress by enabling the banks



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NEW  
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to resume their accommodation, and by affording employment to the people, but the revenue would have been largely augmented, and have sustained the public credit.

I have, &c.  
(signed) W. M. G. Colebrooke.

Encl. in No. 5.

Enclosure in No. 5.

(A. No. 1.)

Government Emigrant Office,  
St. John, New Brunswick, 4 July 1842.

Sir,  
I HAVE the honour to transmit a return of the vessels that arrived at Partridge Island on the 30th of June, with emigrants. I recently submitted to Mr. Odell, for his Excellency the Lieutenant-governor's consideration, whether I should include them in the return closing on that day, or open the current quarter's account with them as they enter at the public offices here. All the other reports are ready, and only wait a private opportunity to be transmitted, the postage being very heavy.  
The numbers arrived up to the 1st of July, are 5,599 souls, all ages included; and the accompanying abstract shows 1,387 more; total, 6,986, coming in 40 sail of British vessels. The printed forms of Ship Reports are exhausted.

5,599 souls  
1,387

6,986 souls.

Alfred Reade, esq.  
&c. &c. &c.

I have, &c.  
(signed) A. Wedderburn, G. E. A.

(A. No. 2.)

RETURN OF EMIGRANT ARRIVALS, and at Anchor off Partridge Island, 30 June 1842, St John, New Brunswick.

DATE.	VESSEL'S NAME.	TONS.	MASTER'S NAME.	WHERE FROM.	SAILED.	ARRIVED.	MEN.	CHILDREN.		TOTAL.	STATE OF HEALTH.	
								14	7			
	Pons Ollí -	315	H. Bright -	Cork -	Apr. 27	-	94	64	19	31	208	clean *.  - - two cases of typhoid fever on the island, from "Silksworth."
	Lavinia -	-	D. Evans -	Tralee -	- 21	-	66	57	21	20	164	
	Silksworth -	337	John Meldum -	Cork -	- 23	-	93	77	14	34	218	
	Lady Douglas -	-	— Serin -	Drogheda -	- -	-	38	39	7	23	107	
	Trial -	168	Hugh Bell -	Dublin -	- 13	-	27	35	14	23	99	
	Carrywell -	132	R. Buchannan -	Belfast -	- 4	-	36	25	15	15	91	
	Agnes -	123	James Evans -	Sligo -	- 27	-	33	30	8	5	96	
	Thomas -	211	James Edmonson -	- -	- 21	-	53	49	6	39	147	
	Mary -	180	W. Gard -	Cork -	- -	-	43	48	2	24	117	
	Comet -	-	— Gilpin -	Dublin -	- -	-	19	20	13	7	59	
	Kingston -	129	J. Small -	- -	May 9	-	37	28	12	4	81	
	Susan Jane -	-	- -	Donegal -	- -	not yet reported.						
TOTAL, souls - -											1,387	

\* Having gone to Halifax for provisions on the voyage.

Up to the 30th instant	-	-	-	-	-	-	-	-	5,599 souls.
On the 30th	-	-	-	-	-	-	-	-	1,387
TOTAL	-	-	-	-	-	-	-	-	6,986 souls.

Government Emigrant-office, St. John, New Brunswick, }  
1 July 1842.

(signed) Alexander Wedderburn,  
G. E. A.

Remarks.—A melancholy accident took place yesterday afternoon (Sunday). A number of the emigrants (supposed 18), in their anxiety to get on shore, went on board in a small boat, in a thick fog, now prevailing, and in coming up the harbour got in contact with the steam ferry-boat, and upset. I was immediately among them with aid for the survivors, on shore; five are believed to be drowned; one body, a man's, was found this morning. Fortunately Dr. Boyle was on board the steam-boat, and by his benevolent professional exertions was enabled to resuscitate the sufferers, who would otherwise have died. As soon as the case was known, Drs. Paddock and E. Smith gave kind attention to them on shore and on landing. They are all doing well.

Closed, 4 July.

(signed) Alexander Wedderburn,  
G. E. A.

CORRESPONDENCE RELATIVE TO EMIGRATION. 121

(A. No. 3.)

NEW  
BRUNSWICK.

Sir,  
I HAVE the honour to state for the information of his Excellency, that last evening I received accounts of two more vessels coming to this port with emigrants; viz.:—

Government Agent Office,  
St. John, New Brunswick, 6 July 1842.

VESSEL'S NAME.	WHERE FROM.	SAILED.	MEN.	WOMEN.	CHILDREN.		TOTAL.
					AGE. 14	AGE. 7	
Friendship - -	Londonderry -	14 June -	25	48	8	18	99
Defiance - -	Cork - -	2 -	45	54	5	24	128
			70	102	13	42	227

Another vessel, the “Aisthope,” of which I began to entertain apprehensions, she having sailed from Sligo with 144 emigrants on the 22d April; she was dismasted, and returned to Londonderry, and sailed again (being repaired) on the 13th June, with 104 passengers, for this port. I have no detail of the latter, but the former was laid before his Excellency.

I have, &c.  
Alfred Reade, esq. (signed) Alexander Wedderburn,  
&c. &c. &c. G. E. A.

The foregoing two, with two others that were for this port, by post entry consent, went to St. Andrews, make 50 sail cleared for St. John with emigrants within three months.

(A. No. 4.)

Government Emigrant Office, St. John,  
New Brunswick, 1 July 1842.

Sir,  
I HAVE the honour to acknowledge the receipt of your note of the 28th June. I should have yesterday closed the quarterly accounts of immigration for his Excellency's information, but while doing so the signal was made for a fleet, and I found no less than 13 sail having emigrants on board, which are at anchor off Partridge Island, therefore coming immediately within the quarter ending 30th June. Up to their arrival 5,405 had been entered, and 1,256 l., at 5 s. head money, paid. These arrivals will raise the number to about 7,000; of which circumstance I pray you to have the goodness to acquaint his Excellency the Lieutenant-governor. Although the printed forms are not sufficient for the number of ships, I shall endeavour to make intelligible detailed reports.

Sickness has yet been very little among the emigrants, and the mortality six or eight. We have heard here that there is a want of men and women at Woodstock; but in obedience to recent instructions, I have abstained from sending any to Fredericton.

I have, &c.  
Hon. W. F. Odell, (signed) Alexander Wedderburn.  
&c. &c. &c.

(B. No. 5.)

LETTER from the Provisional Overseer of the Poor respecting Distress of Emigrants in St. John's.

Sir,  
A SHARP illness, contracted in the exercise of severe public duty, had disqualified me for acknowledging in a proper manner before this date, the communications I have had the honour of receiving under date 9th and 14th instant (received here on 13th and 16th), informing me of his Excellency the Lieutenant-governor's desires in regard to emigrants forwarded to the upper part of the province for employment, and forbidding any more families being sent up to Fredericton at present. In reference to the same, I beg to state in reply for the information of his Excellency, that I had ceased myself granting passages for emigrants to Fredericton on the 7th instant; consequently any passengers of this description arriving there after such period, must have proceeded under another agency, or were aided in so doing by means of their own. On becoming acquainted in such precise terms with the wishes of his Excellency, I have not failed, so far as I have yet been afforded opportunity, of advising all parties concerned accordingly; and will continue the same course until the interdict is removed. While submitting the foregoing, I must at the same time venture earnestly to entreat that the benevolent notice of his Excellency may be directed to the pitiable state of distress which prevails amongst the crowd of unemployed new passengers filling the city at present, destitute of the means for leaving this, and without the smallest chance of obtaining any work to support themselves here; and I feel bound to add that unless some prompt and efficient steps be taken more than is presently allowed or provided



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by the local authorities, either for giving emigrants public employment here, or dispersing them through this province or elsewhere before the summer heats set in, the greatest accumulated misery and disease must ensue, not only to the unfortunate and destitute strangers pent up here under such unusual restrictions, but also to the resident labouring population of the city, already steeped in the deepest poverty, and for some length of time past suffering the extremest privations in every shape. I would further beg leave to state that the public buildings in the city, including five hospitals for sick emigrants, are overpressed now with the sick and indigent, while the numbers assisted besides with provisions weekly on the outside already exceed considerably 100 families, and yet fresh passenger vessels are daily arriving, and adding to this desponding and helpless mass of human beings. Such a state of things here presently, and at this early period of the season, must fill every mind concerned for the lives of the inhabitants of this seemingly devoted city with alarm, at the possible and indeed too probable evil effects likely to result therefrom affecting the health of the population, if not corrected in season by a rapid dispersion of the increasing host of poor from abroad. It may be proper that I should mention here also, for the information of his Excellency, in case the same may not have already been given from other sources, that the number of emigrants arrived in port up to this period amount to about 5,000 souls, and that more than half of the whole number landed yet remain in and about the city.

Trusting that the importance of the interests concerned will plead as an excuse for the length into which I have been drawn in this letter,

Hon. W. F. Odell,  
&c. &c.

I have, &c.  
(signed) *Geo. Matthews,*  
Pl Or Poor, City of St. John.

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(B. No. 6.)

TO His Excellency Lieutenant-Colonel Sir *William Macbean George Colebrooke*, K.H.  
Lieutenant-Governor and Commander-in-Chief of the Province of New Brunswick,  
&c. &c. &c.

The Petition of *James W. Chandler, Peter Smith, Thomas Berry, Thomas Sime, and John Parkinson*, Commissioners of the Poor for the Parish of St. Andrew's, in the County of Charlotte:

Humbly sheweth,

THAT the legislature of the province of New Brunswick, at its last session, voted to your petitioners the sum of 383*l.* 4*s.* 6*d.* to reimburse them for outlays and expenditures made for the support of emigrant poor at St. Andrew's, during the preceding year:

That having been informed that the warrant for the above sum had been issued, and was in the hands of *Beverley Robinson*, esq. provincial treasurer, your petitioners applied for it, and received a formal answer from him, merely stating that such warrant was in his hands, bearing interest from the date of their said application:

That the warrant, in its present state, is utterly useless to your petitioners; inasmuch as they cannot realize one shilling thereupon.

Your petitioners further beg leave respectfully to draw your Excellency's attention to the fact, that they have recently had a great accession of emigrant poor to their almshouse, amounting to over 60 persons; and that your petitioners have no means of supporting them unless they furnish the funds from their own private resources; and that, in addition to this state of affairs, the contractor for the supplies of provisions for the almshouse has refused to make any further advances, owing to the inability of your petitioners to pay him the amount of his last year's bill; and under such circumstances they apprehend that no person will be inclined to contract in his stead, in which case the emigrant poor must be removed from the establishment, and either suffer the privations of extreme distress, or be relieved by the private charity of individuals.

That formerly a board of health existed in St. Andrew's, which was authorized to draw for sums of money to meet its wants in providing for the sick emigrant upon his arrival here; but since the dissolution of that board the duty of providing for such sick has devolved upon your petitioners, who have been obliged to hire a hospital therefor.

Your petitioners conceive that the law never contemplated that the commissioners of this or any other parish should, in addition to their ordinary duties, be obliged to take charge of the emigrant poor who arrive upon their shores distressed: nor do they imagine that they would be justified in anticipating the wants of the emigrant pauper, and have their parish assessed to provide sufficient means for such contemplated emergency; though it is their duty, by representation to the court of sessions, to have an amount raised through the same channel to meet the requirements of their own poor.

That owing to the natural position of this town in its contiguity to the United States, it has become an understood place of deposit for the wives and children of emigrants, who either from choice or necessity leave them here while the husbands and fathers proceed elsewhere for employment; and your petitioners from charitable feelings have been induced to admit into their almshouse such families so left, where they remain expensive to the parish for many months.

That this and other seaboard parishes will be always subject to such burdens, is a fact too well known to be disputed; and your petitioners most earnestly solicit that a fund may be

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be placed at their disposal, to enable them to meet the current expenses of such emergencies.

And in conclusion, your petitioners beg to submit most respectfully to your Excellency, that in case no relief should be granted to aid them in their present difficulty, that they will be compelled, however reluctantly, to open the doors of the almshouse, and expel from thence the present emigrant inmates of the establishment; a step which the humane feelings of your petitioners revolt at, but one imperative upon them under the circumstances, if no pecuniary relief can be afforded.

May it therefore please your Excellency to take the premises into your favourable consideration, and devise such means of relief as you in your wisdom may deem fit.

And as in duty bound will ever pray,

(signed)	<i>James W. Chandler,</i> <i>Peter Smith,</i> <i>Thomas Berry,</i> <i>Thomas Sime,</i> <i>John Parkinson,</i>	}	Commissioners of the Poor and Overseers of the Almshouse for the parish of St Andrew's, in the county of Charlotte.
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We the undersigned take the liberty of saying, we have read the foregoing petition, and believe the statements therein contained to be true.

(signed) *Thomas Wyer, J. P.*  
*James Boyd, M. P. P.*  
*William Garnett, J. P.*  
*C. R. Hatheway, J. P.*

(B. No. 7.)

May it please your Excellency,

Fredericton, 4 July 1842.

I BEG to state to your Excellency that I have been requested by a number of the inhabitants residing in the parish of Perth, and in the upper part of the county of Carleton, to come down to Fredericton, to represent their distressed situation at the present time.

In the parish where I have resided for the last 30 years, and in all the upper part of the country, the population generally are in a most deplorable state of destitution for want of bread. In many instances known to me, whole families are entirely without food, and actual starvation must take place unless some relief can be promptly afforded them.

There is little or no provision in the country for sale; and from causes generally affecting all sections of the province, from the withholding of the bye-road appropriations upon which they were accustomed to depend, and the general depression throughout the country, no employment can be afforded them; and thus being unable to earn any means, they are obliged to throw themselves upon the merciful protection of the government to afford them immediate relief, and save them and their families from actual suffering.

(signed) *William Hallett, J. P.*  
 Carleton County.

(C. No. 8.)

EXTRACT of a PETITION from a respectable, but distressed farmer, in York County.

BUT your petitioner is at a loss how to approach your Excellency in a proper manner to show the reduced state he and his family are come to; he set himself down upon a lot of land, the uppermost occupied farm in this settlement, surrounded on three sides by woods. Your petitioner landed in this province in the month of July; therefore had one whole year to support himself before he could expect to raise anything upon his land, and the farm being so much exposed to the woods in various ways, that strange cattle broke in and destroyed the whole of my first crop; although I had more than eight acres sown that year I did not get 1s. worth of it; I have also met with considerable loss in horses, but never had any fear of getting bread till now. I have been obliged to send a year-old wether 12 miles to Fredericton, and sell it for the trifling sum of 8s. to purchase a few pounds weight of meal for my family; and since compelled to send a young man two journies, amounting to more than 40 miles, with 16 pounds of butter, which produced only 10s. 4d., to buy a few pounds of flour, which is now made use of. Your petitioner has a good crop in the ground, nearly 30 bushels of seed sown and 40 bushels of potatoes planted, with an expectation of 25 tons of hay or more; but it is quite impossible for him ever to secure this crop unless he can raise the sum of 10*l.* required for tools and provisions to support nature.

New Brunswick, 14 July 1842.

(D. No. 9.)

COPY of Affidavit of a Poor Emigrant.

E. C. late of Rockfield, in the parish of Adair and county of Limerick, Ireland, maketh oath and saith that he, this deponent, is of the age of 42 years or thereabouts; that some time in April in the present year this deponent, who had for the last



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20 odd years been living at Rockfield, on about six acres of land which he rented as tenant, was induced (in consequence of the failure of his potatoe crop for the last five or six years, and from representations and reports which were spread throughout the country, and recommendations to the poorer classes throughout the neighbourhood where he lived, by notices printed in handbills stuck up in the chapels and everywhere on the road side, circulated by a Mr. —, a Mr. —, and Messrs. —, all merchants of Limerick, about 10 miles from Rockfield, and owners of ships for passengers) to come out to this country. That this deponent is a married man, and has with his wife a family of seven souls; three sons, the eldest in his 21st year, and the youngest about 13. The eldest daughter out here is about 23 years of age, is a widow, and has an infant at the breast. That some time in April last, this deponent with his family went to Limerick to Mr. —, and took passage in the —, Captain —, bound for Miramichi; that he paid Mr. — 12*l.* sterling for the passage of himself and family out. That after a six weeks' voyage, the vessel arrived at Chatham, Miramichi; 65 emigrants being the whole number of passengers. That as soon as this deponent could land, both himself and his sons sought for work in every direction, but the two eldest sons only could get employment, and that at the rate of 2*s.* a day each, and to find themselves, and this only for two days; that this deponent himself could get no work, and that the only means he had of supporting his wife and young children was from a sum of 30*s.* which was the extent of his pecuniary means when he landed.

That having remained about Chatham and Newcastle for nearly a month and being unable to get any employment for himself and family, this deponent set out for Fredericton, being advised that he could get work along the road, and do better for his family by coming here; that he has been travelling from Miramichi here with his family on foot, for the last 10 or 12 days; that on the journey, his eldest boy hired out at Bois town, with one Pond, as a farm labourer for 20*l.* a year; that the second boy, aged about 18, hired with one M'Loud for 18*l.* a year; and the youngest boy was bound out for a twelvemonth to one Mr. Nimie, for his board and lodging. That on the journey this deponent and family subsisted entirely on the charity of the farmers and others on the road-side, and at times suffered much from fatigue and want of food, one day being entirely without any; that this deponent has sought for work since he came here, and can get none for any price whatever, and his eldest daughter, who would make a good house servant, cannot find a place, and at the present they are living with another family in a crowded room; and being unable to procure employment and without any means whatever, unless they get relief from some other source they know not where to get a morsel to eat.

That among other inducements which Mr. — held out was his saying, that if they could not get work in Miramichi, the Government would give them support, and have them removed to where they could get it in the province at the Government expense. That the rest of the passengers who came out with deponent, with the exception of five or six individuals, have scattered throughout the country, and made to the United States (as deponent believes), seeking for employment.

Sworn at Fredericton, in the county of York, this 12th day of July, A. D. 1842, before me,

(signed) John Allen, J. P.  
his

(signed) E. + C.  
mark.

(E. No. 10.)

## MINUTE of Special Session respecting Distress in Carleton County.

At a special Session of the Peace, holden in and for the county of Carleton, at the Clerk's Office, on Tuesday, 12 July 1842:

Present:—John Dibblee, James Upham, John Bedell, Rufus S. Demill, Asa Upton, Jeremiah M. Connell, Charles Perley, esquires, justices.

N. B. Read a communication from the Hon. W. F. Odell, under date of 7th July, enclosing copy letter from William Hallet, esq. addressed to his Excellency the Lieutenant-governor, representing the distress existing in this country, and requesting the attention of the magistrates to the situation of the inhabitants as represented.

Whereupon resolved, that the distress, as represented in the above letter, is not at all exaggerated; but this court, from information derived to them, are of opinion that unless relief can speedily be afforded, a large portion of the settlers must be reduced to the utmost state of despair, if not positive starvation. Indeed, instances are not now wanting where fathers of families, respectable men and of hitherto acknowledged honesty, have, to secure sustenance for starving wives and children, been actually driven to steal. There are other numerous instances where large families have for some time past been obliged to subsist on milk and greens; and where contiguous to streams, some of them have been enabled to procure fishes. With these facts unhappily existing, resolved, that it be humbly solicited of his Excellency to take the above into consideration, and to be mercifully pleased to extend such relief in such way as to his Excellency may seem meet.

Extract from the minutes.

(signed) A. K. S. Wetmore,  
Clerk Peace, Carleton County.

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(F. No. 11.)

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BRUNSWICK.COPY of a Letter from Mr. *Moses*, Trustee for Parish Schools at West Isles.

Sir,

West Isles, Charlotte, 8 June 1842.

I HEREWITH enclose the licence of Richard Delany, the only licensed teacher in the above parish. He has for the last three years taught a school in the parish in school-house No. 2; but was, on the 1st of June last, appointed by the subscribers and trustees to a new school-house lately erected in Clam Cove, in said parish, being No. 5. I am personally acquainted with him. He is a capable teacher in every respect, and of good moral character, and sober.

I am sorry it is not in my power to say that the schools in the parish have been visited quarterly. I have never till the present year been in office as a trustee, and am quite certain that for the last seven or eight years no quarterly visitations have taken place.

The parish is deplorably off at present; only one school being in operation, when there might, from the population, be at least six or seven. We have no minister of any denomination, nor is there a place of worship in the whole parish; but I believe a Baptist meeting-house is at present being built. The people are all Baptists; I believe, in a great measure in consequence of no clergyman of the Established Church, with one solitary exception, ever having performed Divine service in the parish for upwards of eight years.

I have, &amp;c.

To the Hon. William F. Odell,  
&c. &c. &c.  
Fredericton.

(signed) *Thomas Moses*,  
Trustee for Parish Schools in West Isles;  
and by desire of the other two Trustees,  
*Walter Calder*, and  
*Thomas Lord*.

(G. No. 12.)

EXTRACT of a private Letter to Sir *William Colebrooke*, dated 13 May 1842.

THE date of this letter will tell you that we are on a visit to our old friend, who is in expectation of being examined by the Committee of the House of Commons respecting the working of freedom in Antigua. His views are pretty much the same as my own.

\* \* \* \* \*

The first and great cause of our success was undoubtedly the moral and religious instruction which for a long period had, perhaps contrary to the wish of the majority of the planters, yet nevertheless faithfully and effectually, been given to the negroes. The next was the Act of immediate abolition, without the intervention of the apprenticeship; and the third, the perfect freedom of the labourers to seek a domicile wherever they please. The two former were absolutely wanting to Demerara, Jamaica, and most of the other colonies; and the latter was virtually impracticable, while at the same time it was in practice the most essential of all. The villages, for which we are much indebted to your exertions, rendered it, however, perfectly practicable with us, and the discontented labourer had only to give a monthly notice, and he might at once migrate to one of these. The stimulus also which these villages gave to his labours, by fostering the hope of his one day becoming the owner of a house and land, was most salutary; and perhaps, as an immediate cause, did more to retain the discontented at work than any other. I am glad to hear that these villages are prospering and extending; and I hope that they will ere long render the planter independent of the resident labourers. Then, but I fear not till then, the negro houses may become villages. A great step has been made towards this consummation by the agreement of a large number of the proprietors to give the same rate of wages to the residents as to the independents. This brings the people back to the estates; as they find it better for themselves to labour near their homes than to wander over the island for employment. When this has become general and is fully established, the proprietor will soon discover that it is better for himself and for all parties to have a flourishing village on his property than an assemblage of decaying and decayed huts. The locality will in some instances require to be changed, and I think that if we go back to Antigua I shall seriously set about the foundation of a village; I mean not of tenants, but of small proprietors. Proprietors will not become emigrants; and if there were no other reason for the preference, this alone would be sufficient to vindicate the policy of the measure. But proprietors are better in every respect than tenants. It was the yeomen of England that made her what she is, and it is the destruction of this independent peasantry that is now threatening her with dissolution. This most powerful work of the political and moral chain has given way, and neither centralization nor universal suffrage will supply its place. The power of the few will be hated and opposed; the power of the many will be tyrannical and oppressive; but the general voice of an independent and moral population will always be heard and attended to. In this sense the adage is true, "*vox populi, vox Dei*;" and I hope and trust Sir R. Peel will soon make the experiment in England.



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—No. 6.—

No. 6.

Lieut.-Governor  
Sir W. M. G. Cole-  
brooke to Lord  
Stanley.  
28 July 1842.

(No. 73.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Lord *Stanley*.

My Lord,

Fredericton, New Brunswick, 28 July 1842.

REFERRING to my despatch, No 71, dated the 9th instant, I have the honour to enclose to your Lordship the Quarterly Abstract and Ship Returns in the forms required by your Lordship's despatch, No. 42, of the 25th of March, together with a copy of a Report from the emigrant agent at St. John.

These documents will confirm to your Lordship my observation as to the undue pressure to which the province, and especially the port of St. John, has been subject, in consequence of the arrival of so large a number of indigent settlers; and recurring to the observations and suggestions contained in my despatches, No. 59, of the 13th, and No. 65, of the 28th of June, I hope it will appear to your Lordship that the advantages taken by interested persons of the ignorance of the people, would justify the appointment of agents in the ports of the United Kingdom, to whom those desiring to emigrate might address themselves for information and advice. As a provision would require to be made by Parliament for such appointments, your Lordship may object to my proposal to provide in this manner for the agencies I have recommended to be established in the provincial ports; and having, since the date of my despatch above-mentioned, had an opportunity of referring to your Lordship's correspondence laid before Parliament on the subject of an Act of the Canadian Legislature, "to create a fund for defraying the expense of enabling indigent emigrants to proceed to their places of destination, &c.," I have been led to consider that the provisions of this Act might be advantageously substituted for those of the Act of this province, and that the provincial agencies might be defrayed from the emigrant tax now raised. By the Canadian Act a tax of 5s. currency is imposed on account of every passenger, and as the tax levied in this province is also 5s. a head for each emigrant, I conceive that it would be inadvisable to increase this charge; but in order that it should be applied to the purpose contemplated by the Canadian Act, some alteration in the provisions of the Provincial Act, 2 Will. 4, c. 36, would be desirable. By this Act a separate account of the revenue received is required to be kept by the treasurers, from which payments are made from time to time by grants of the legislature for relieving destitute and diseased passengers and emigrants, the practice having been for the guardians of the poor to make advances in anticipation of such grants, the aggregate of which has often exceeded the amount collected. Not only have the emigrants who have sought assistance been thus relieved as paupers, but there have been no available funds to assist them in proceeding to their places of destination. The guardians of the poor at the sea-ports have, in some cases, to relieve their respective counties, defrayed the expenses of the emigrants in proceeding to Fredericton, sending whole families to prevent them from becoming chargeable. A similar course had been adopted by the guardians here; but on my suggestion they have latterly provided employment at reduced wages for such as could not immediately find work for themselves.

The amount collected from the emigrant tax in 1840 was 1,965 *l.* currency, and in 1841, 1,742 *l.* In the present year, from the increased number who have arrived, it will probably exceed 2,000 *l.*; and if 400 *l.* should be set apart for the expenses of agencies which are required at Fredericton, St. Andrew's, Miramichi, and Bathurst, I would recommend that the officers so appointed should be associated with local Boards, and authorized to provide for the prompt removal of emigrants to their destination, or to places where they could obtain work. The fund, which is altogether inadequate to relieve the distressed emigrants as paupers, would be found ample to provide for their removal, if measures should be taken in England to discourage pauper emigration, and to afford information to emigrants of the situations where employment would be open, or where facilities might be afforded them of proceeding to their destinations, the sufferings

of

Enclosure, No. 1.

Enclosure, No. 2.

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of many being occasioned by the difficulties they experience in joining their relations in Canada and the United States.

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Your Lordship is aware that in the last year I promoted the formation of emigrant societies in the several counties, and an effort was made by those formed in St. John and St. Andrew's to assist the removal of the emigrants. In the present year, owing the prevalence of distress throughout the province, it has been found impracticable to obtain the co-operation of the people in these undertakings, and an attempt to organize societies that would facilitate the employment of all classes in farm work has also failed, although I am convinced that the distress so much complained of might be materially alleviated by a combined effort.

Enclosure, No. 3.

From the various and urgent appeals made to me, I called the attention of the magistrates of the several counties to the subject, as well to ascertain the real extent of the distress as to obtain their assistance in devising a remedy for it. The resolutions passed at meetings of the magistrates in Fredericton and St. John are herewith enclosed, and I hope the result of these proceedings will be to induce a spirit of co-operation in the people, and a disposition to support such measures as are calculated to relieve the affairs of the province, and to revive its prosperity. There is every prospect at present of a favourable harvest, and as the coasts and rivers abound with fish, the destitution of the people, to whatever extent it exists, may in a degree be ascribed to their dependence for so long a time on sources of employment which have failed them. The improvidence and indigence of the Indian race is proverbial, and they are exposed in common with others to many privations; but as they depend on the fisheries at this season, I do not find that they suffer any unusual distress.

Enclosure, No. 4.

Enclosure, No. 5.  
Enclosure, No. 6.

In the last year a public hospital was established in Fredericton under the direction of an able physician, and which has proved a valuable resource in cases of sickness.

I have, &c.  
(signed) W. M. G. Colebrooke.

Enclosure 1, in No. 6.

(No. 1).—GENERAL ABSTRACT.—QUARTERLY RRETURN.—IMMIGRANTS.

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom Cost of Passage defrayed by		Number employed on Government Works.	Number assisted out of Public Funds.	Total Amount paid.
											Parochial Funds.	Private Funds.			
April - - -	1	none	none	224	M. 89	F. 95	no list	M. no list	F. no list	no list	unknown		none	none	£. s. d. none required.
May - - -	18	7	7	2,625	1,178	919	405	99	174	123	- -	307	none	-	(*)
June - - -	23	none	none	3,483	1,364	1,217	336	77	67	11	4	112	-	-	( )
TOTALS - -	42	7	7	6,332	2,631	2,231	741	176	241	134	4	419	-	-	-

(\*) These questions cannot be satisfactorily answered until the accounts of the parochial officers are made up at the end of the year; but relief is afforded to bring emigrants in need, annually absorbing a large sum beyond that arising from the emigrant fund, and paid by a local legislative appropriation.

To 30th day of June 1842.

Note.—The Return from Richibucto, Bathurst, Shediac, and Bay Verte, called for in ample time, but not received up to date, July 29, 1842. Supplemental Return for the month of July called for from emigrant agent at St. John, but not received at date, July 29, 1842.

Immigration Agent for



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(No. 2.)—QUARTERLY RETURN.—PRICES.

RETURN showing the Average Retail Price of PROVISIONS and CLOTHING in the Colony of  
New Brunswick, in the Quarter ended 30th June 1842.

ARTICLES.										Quantity.	Average Prices (in Sterling).
(N.B.—Name the ordinary Articles of Consumption and of Clothing in use by Labourers in the Colony.)											£. s. d.
Salt beef	-	-	-	-	-	-	-	-	-	per lb.	- - 4
Salt pork	-	-	-	-	-	-	-	-	-	ditto	- - 5
Fresh beef	-	-	-	-	-	-	-	-	-	ditto	- - 3
Fresh pork	-	-	-	-	-	-	-	-	-	ditto	- - 5
Mutton	-	-	-	-	-	-	-	-	-	ditto	- - 4
Veal	-	-	-	-	-	-	-	-	-	ditto	- - 3
Salt codfish	-	-	-	-	-	-	-	-	-	per quintal	- 12 6
Salt herrings	-	-	-	-	-	-	-	-	-	per barrel	- 15 -
Flour, superfine	-	-	-	-	-	-	-	-	-	ditto	2 - -
Ditto, rye	-	-	-	-	-	-	-	-	-	ditto	1 5 -
Oatmeal	-	-	-	-	-	-	-	-	-	per cwt.	- 16 -
Corn meal	-	-	-	-	-	-	-	-	-	per barrel	1 2 6
Potatoes	-	-	-	-	-	-	-	-	-	per bushel	- 2 -
Molasses	-	-	-	-	-	-	-	-	-	per gallon	- 2 -
Sugar, brown	-	-	-	-	-	-	-	-	-	per lb.	- - 6
Tea	-	-	-	-	-	-	-	-	-	ditto	- 4 -
Coffee	-	-	-	-	-	-	-	-	-	ditto	- - 10
Men's jackets (moleskin)	-	-	-	-	-	-	-	-	-	each	- 8 -
Men's trowsers (ditto)	-	-	-	-	-	-	-	-	-	ditto	- 7 -
Flannel	-	-	-	-	-	-	-	-	-	per yard	- 1 7
Cotton for gowns	-	-	-	-	-	-	-	-	-	ditto	- - 6
Strong shoes, men's	-	-	-	-	-	-	-	-	-	per pair	- 8 -
Ditto - women's	-	-	-	-	-	-	-	-	-	ditto	- 5 -
Firewood	-	-	-	-	-	-	-	-	-	per cord	- 10 -
Coals	-	-	-	-	-	-	-	-	-	per chaldron	1 10 -

(No. 3.)—QUARTERLY RETURN.—WAGES.

RETURN showing the AVERAGE WAGES of MECHANICS and Others in the Province of New  
Brunswick, for the Three Months ended 30th June 1842.

TRADE or CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.		s. d.	s. d.
Bread and biscuit bakers	4 -	3 -	£. 50		
Butchers	- - -	- - -			
Brickmakers	4 6	3 3			
Bricklayers	5 9	4 9			
Blacksmiths	5 -	3 6	40	7 6	4 6
Curriers	5 -	3 6	40	6 -	4 -
Carpenters and joiners	4 6	4 -	36	7 6	2 9
Cabinet-makers	5 -	4 -	- - -	7 6	4 6
Coopers	4 10	3 4			
Carters	2 10	2 -			
Cooks (women)	- - -	- - -	£. 8 to £. 10		
Combmakers	none.				
Dairywomen	- - -	- - -	8 to 9		
Dressmakers and milliners	2 -	1 3			
Farm labourers	2 10	2 -	15 to 20		
Gardeners	4 -	3 -	25 to 30		
Grooms	- - -	- - -	18 to 24		
Millwrights	4 10	4 -			
Millers	- - -	- - -	30 to 40		

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TRADE or CALLING.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.		s. d.	s. d.
Painters - - -	5 -	4 -	- - -	8 -	4 -
Plasterers - - -	7 -	6 -	- - -	9 -	5 -
Plumbers and glaziers -	5 -	4 -			
Quarrymen - - -	3 6	2 6			
Ropemakers - - -	—				
Sailmakers - - -	6 -	5 -			
Sawyers - - -	6 -	5 -			
Shepherds - - -	—				
Shipwrights & boatbuilders	4 6	3 4			
Shoemakers - - -	4 10	4 -	£. 36		
Slaters and shinglers -	4 6	4 -			
Stonemasons - - -	6 10	5 4	- -	8 -	4 -
Tailors - - -	4 3	3 -			
Tanners - - -	4 7	3 6			
Wheelwrights - - -	4 7	3 6			
Whitesmiths - - -	25 - per week.				

(No. 4.)

1. WHAT funds have been placed at your disposal during the past quarter for the relief of immigrants?—None.
2. State the description of labour which is in request in the colony?—Agricultural.
3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?—During the last quarter it has been almost impossible to procure employment for emigrants in town or country, owing to the general depression in the province; much distress therefore prevails among them.
4. State any particulars relative to immigration, the demand for labour and the means of remunerating it, which you think may be useful?—It is very desirable that steps should be taken to give immediate employment, at low wages, to immigrants on their arrival in public works, under the control of Government, particularly in opening roads, &c., the cost of which would in a great measure be eventually defrayed by the increased value of the adjoining lands.

Enclosure 2, in No. 6.

May it please your Excellency,

Government Emigrant Office, St. John,  
New Brunswick, 16 July 1842.

Encl. 2, in No. 6.

IN obedience to the commands of you Excellency, I have the honour to acquaint you, that the ship returns and quarterly abstract for immigration here for the past quarter have been transmitted to the provincial secretary for submission to your Excellency; and I now respectfully beg leave to offer some observations, induced by duty and the circumstances of the times.

While I was in the act of making up the report on the 30th June, a signal was made for a fleet; I immediately repaired to Partridge Island, and found 14 sail having emigrants on board, anchored at the quarantine ground, raising the numbers arrived during the two latter months to about 7,000 souls; the detail of those arrivals will appear in the current quarter's report. From the great and general depression in business here, it is impossible to procure labour for the able immigrants in either town or country, consequently they are in much distress, and as the season advances and winter arrives, it is painful to contemplate the misery that will ensue amongst them. To relieve it there are no adequate means. The Emigrant Fund raised by the Local Passengers' Act, 2 Will. 4, c. 26, s. 2, falls annually greatly short of the expenditure necessary on the legitimate objects contemplated in it. To add to the emigrants' distress, they have been, and are subjected, to most gross and reprehensible delusions by the shipping agents throughout Ireland; they not only induce the poor people to believe that they will get lands here for nothing, but that they will also receive provisions for settling on them. The readiness with which the uninstructed receive this flattering, erroneous, and cruel encouragement only augments their subsequent disappointments; and the more particularly so, as they are further assured that there is a Government fund provided here to convey them to any part of British North America or elsewhere; and under this delusion there are now really here parties whose destinations were



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parts of Lower Canada, and as far as Toronto and Dundas in the upper country. Another evil to emigrants now existing, and, I regret to say, gaining ground, is through the cupidity of ship-masters and their coadjutors, the shippers persuading the emigrants that the quantity of provisions required for the voyage is much less than it really is. This deceit enables the master at sea to supply the needy on exorbitant terms, for their own or for their employer's speculation in provisions, and thus the passengers are stripped of every farthing they may possess. The consequence is, that they land here without money and without food, and being unable to work, are driven, through necessity, to dispose of, for a trifle, their bedding and their clothes to procure sustenance for themselves and their families. I am well aware that it is difficult to check the actions of such persons as are engaged in the emigration recruiting parties for ships in Ireland; nevertheless, very decided notices of their nefarious practices may be circulated through the public prints, or otherwise, and with good effect; for, apart from the general and individual interests of emigrants, I apprehend that such a course would prove provincially and politically useful. The deluded emigrants now inveigh, though unjustly, yet in no measured terms, against the government for the disappointments created by the actions of those agencies at home, and their already formed predilections to go to the United States are confirmed, and they pass from the provinces with ill feeling never again to return to their country; whilst, on the other hand, the communities here complain of being made the fiscal support and reservoirs of the pauperism from parishes and poorhouses of the United Kingdom. Private industry, too, is at present paralysed here, and the public exchequer having nothing wherewithal to originate and advance public works, the thoughts of all classes are earnestly turned to the metropolitan Government for some means to put such works into operation (but to what particular they should be directed can be better and more properly stated by the executive authority than by me), and beneficial employment given to immigrants.

I, however, respectfully claim leave (in the event of any donative system of emigration being contemplated and pursued at home) to refer your Excellency to that system of amelioration acted upon by the late Lord Egremont, which in the provinces whither the emigrants were sent has proved eminently successful; and if so to an individual estate, is reducible to a like practice in any other private, parochial, or governmental courses of emigration. It was also reported that the late Earl of Derby adopted a similar mode of emigration from his estates; but I am unacquainted with the detailed *modus operandi* of those patriotic and benevolent noblemen. There is no doubt, however, but that such a course would prove highly advantageous to all interests, if directed to this province, where there is yet great abundance of excellent vacant soil for settlement of solvent immigration to much extent; and here, indeed, is also an ample field of reward afforded for the industry of all such.

By solvency for the above purpose is meant those who on arrival here in health have means for obtaining their lands on the terms prescribed by the provincial executive, and to support their families with necessary provisions for at least one year; but without such means, it is only abetting misfortune to carry the poor into wilderness locations in even ordinary or more successful seasons, but far more indeed would it be in seasons such as this.

I have to plead an apology to your Excellency for the inconvenient length of this communication, but humbly hope that my responsibility for an ingenuous discharge of my duty will not be overlooked in vindication of the extent of this report.

I have, &c.

His Excellency Sir W. M. G. Colebrooke, (signed) A. Wedderburne, G. E. A.  
&c. &c. &c.

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Enclosure 3, in No. 6.

Encl. 3, in No. 6.

At a special Sessions of the Peace for the County of York, convened pursuant to Notice, and holden at the County Court House, in Fredericton, on Monday the 19th day of July 1842.

WHEREAS very great distress prevails in many parts of this county, and unless immediately relieved, very serious consequences may be apprehended; therefore,

Ordered, that the credit of this county be pledged to the extent of 200 *l.*, in order to meet the distress; and that the said sum be distributed in such parishes as may apply for relief through the overseers of the poor thereof respectively; and the relief so afforded under the direction of the magistrates of the several districts, shall be chargeable upon the said parishes, in proportion to the amounts received by each parish.

And further ordered, that the following persons be a Committee to negotiate the said loan, and to carry the contemplated objects into effect; viz. Mr. Justice Pickard, Mr. Justice Taylor, Mr. John Simpson, Mr. Spafford Barker.

(Extract from the Minutes.)

Geo. J. Dibblee,  
Clerk of the Peace, York.

For

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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For the purpose of carrying into effect the resolutions entered into by the magistrates of the county on Monday, published in to-day's Gazette, and by which the distress and destitution alleged to exist in some of the parishes will be relieved, a sum of money sufficient for this object has been advanced to the Sessions, on the guarantee of the magistrates, with which Indian meal and Indian corn has been purchased and placed in the hands of Thomas Pickard, esq., and Mr. Spafford Barker, of Fredericton, which will be distributed agreeably to the following list, on the order of George J. Dibblee, esq. clerk of the peace for the County.

The attention of the magistrates and overseers of the poor in the different parishes is particularly requested to the circular letter to the overseers of the poor hereto subjoined, in which specific directions are given as to the manner and the terms on which the supplies of meal and corn will be furnished.

These supplies will become a parish charge, and whatever amount remains unpaid by the individuals to whom the relief is extended, will be included in the assessment of the poor rate of the parish, to be made at the January Sessions.

## SCHEDULE.

Parish of *Douglas*, to be furnished by Mr. *Pickard*, viz.—

12 barrels corn meal ; 10 sacks (2 bushels each) corn.

*Queensborough*, to be furnished by ditto.

10 barrels corn meal ; 6 sacks (2 bushels each) corn.

*Southampton*, to be furnished by ditto.

10 barrels corn meal ; 6 sacks (2 bushels each) corn.

*St. Mary's*, to be furnished by Mr. *S. Barker*.

8 barrels, corn meal ; 5 sacks (2 bushels each) corn.

*Dumfries*, to be furnished by ditto.

8 barrels corn meal ; 10 sacks (2 bushels each) corn.

*Prince William*, to be furnished by ditto.

8 barrels corn meal ; 5 sacks (2 bushels each) corn.

*Kingsclear*, to be furnished by ditto.

12 barrels corn meal ; 8 sacks (2 bushels each) corn.

The price to be charged by the overseers of the poor is 22 s. 6 d. per barrel for meal, and 11 s. 3 d. per sack for corn, not to be delivered by Messrs. Pickard and Barker in less quantities than a barrel of meal or sack of corn.

Gentlemen,

Fredericton, 21 July 1842.

At the meeting held by the magistrates on Monday last, a resolution was made, sanctioning a loan for the several parishes of this county, with the view of relieving those persons who may be destitute of the means of providing themselves and their families with food. To carry into effect this object, several of the magistrates have procured, on their present personal guarantee, the advance of a sum which it is hoped will be sufficient to relieve actual want and destitution. The extent of relief each parish will be allowed, if required, is stated in the accompanying schedule ; but it will only be advanced on the undertaking of the overseers of the poor for your parish, and of one of the resident magistrates.

The form of the undertaking is hereby enclosed, and is made payable to the clerk of the peace for the county, which must be executed before the advances are made.

From all persons whose circumstances you may consider such as to render them fit subjects of relief, you will be required to take notes, payable on the first day of November next, agreeably to the printed forms enclosed ; and from such persons as may possess property, repayment will be rigidly enforced.

The deficiency which may exist, and which cannot be collected from the persons thus relieved, will be assessed next January sessions on the parish for the support of the poor thereof ; and when collected, your undertaking to George J. Dibblee, esq. the clerk of the peace, will be cancelled.

You will, in conjunction with the resident magistrate or magistrates of your parish, endeavour to relieve such persons as are incapable of getting food for their own support from any other source, as the assistance is to be extended only to such as are entitled to be relieved by the parish in which they reside.

(signed) *George J. Dibblee*, Clerk of the Peace.

To the Overseers of the Poor of the Parish of ———.



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*Form of Notes taken from Persons receiving Relief, by Overseers of Poor.*

For value received in provision promise to pay overseers of the poor for the  
parish of \_\_\_\_\_, in the county of York, or to their order, the sum of \_\_\_\_\_ on  
the 1st day of November next, with interest from the date hereof.  
Dated this \_\_\_\_\_ day of \_\_\_\_\_ 1842.

*Form of Securities taken from Magistrates and Overseers of Poor, by Clerk of Peace.*

£.

For value received in provision, we promise to pay George J. Dibblee, esq., clerk of the  
peace for the county of York, or his order, the sum of \_\_\_\_\_ payable on the 1st day  
of January next.  
Dated this \_\_\_\_\_ day of \_\_\_\_\_ 1842:

HEADS OF REGULATIONS for the Establishment of a Loan and Labour Fund in each County,  
proposed to be raised by a Society to be called "The Land and Emigration Society  
of the County of \_\_\_\_\_."

At a period when distress is so prevalent throughout the country, from the failure of the  
ordinary resources on which the people have depended for subsistence, and when, consequently,  
the difficulty of obtaining employment, and, to employers, of paying for the labour required  
on their farms, may injure the prospect of a good harvest, it is proposed to raise a fund from  
which every inhabitant, having a demand for labour on his farm, may derive immediate  
accommodation. The ordinary farm work at the present time, and till the hay harvest, being  
chiefly in hoeing and weeding, it is probable that many persons, men, women, and children,  
could be advantageously employed at once, and continuously, throughout the season,

The wages of labour, it is proposed, should be fixed at 1s. 6d. a day for men, 1s. for  
women, and 6d. for boys and girls under 12 years of age, and able to perform light work.  
The labourers, also, to be subsisted, and their wages agreed to be paid weekly in money.

All persons desirous of procuring labourers on these terms, are to send in to the treasurer  
or trustees of the respective county society, their names, specifying the number of labourers  
(men, women, and children), whom they desire to employ, and for what period, at those  
rates, from which return the amount required to be advanced may be estimated. It being  
understood that such persons are to give security in themselves, and one collateral surety, for  
the sum, as a loan, to be repaid to the trustees, with interest at six per cent. per annum, at  
the end of three months from the date of the advance when made.

When 60*l.* have been subscribed and lodged in the hands of the treasurer or trustees of a  
county society, the premium of 60*l.* granted for emigration societies, to be applied for.  
This fund, in 12 counties, will amount to 720*l.*, and the government to be requested, under  
the circumstances, specially to authorize the payment, in cash, to the trustees, on the terms  
of the grant.

This emigration premium of 60*l.* in each county, to be employed in co-operation with the  
labour fund, in defraying the expenses of emigrant labourers and families, in proceeding to  
those parts of the country where labour offers for them, and to be expended by granting  
billets at such houses on the roads as may agree for a reasonable charge to subsist the  
emigrants, of which charges a tariff to be fixed and published. All transactions of the  
society being prompt payment in cash.

The labour fund in each county to be raised either by donations, or by loans on debentures  
at six per cent. per annum; the advances for labour to be made through the banks,  
and the subscribers to the fund to have a preference in such advances, to the extent of their  
donations or deposits.

By the co-operation of these societies in every county, the expense now incurred in the  
removal of labourers and their families may be effected without the pressure on the farmers  
in the country, and the inhabitants of the towns, which at present obtains from the great  
influx of indigent emigrants at the sea-ports, when immediate employment for the number  
who seek it cannot be found, and who must, consequently, when destitute, be subsisted.

Secondly, Those who require labour, may be assisted in procuring it at reasonable rates;  
and a more abundant harvest, by reason of the application of such labour, will furnish in  
itself the means of reimbursement.

It will be understood that labourers will only be forwarded to a district when applied for,  
and that the people in the country who require employment at the rates proposed, will have  
the first offer of it. The societies proposed to be established at Fredericton, at St. John, and  
the out-ports, to co-operate with the other county societies. Although it is proposed that the  
assistance of the societies should be given only on the terms stated, it would be open to  
employers and labourers to make their own terms by contract or otherwise.

If the loans should be punctually repaid after the harvest, the fund might again be advantageously  
employed, under proper regulations, as a loan fund, to aid industrious persons of  
good character, with small loans during the winter, on proper security; and an Act might  
be obtained in the next Session, modelled on the English Loan Fund Act, to provide for  
the incorporation of the society, and for the prompt recovery of small loans by instalment.

Enclosure 4, in No. 6.

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(Circular.)

Encl. 4, in No. 6.

Sir,  
Secretary's Office, Fredericton, 18 July 1842.  
VARIOUS and urgent representations having been made to the Lieutenant-Governor, from different counties, of distress prevailing in the rural districts, I am directed by his Excellency to desire you to call a special meeting of the magistrates in your county, with a view to ascertain the real condition of the people, and to consider what measures can, with advantage, be adopted for their relief, if assistance be required.  
As no available means have been placed at the disposal of the Government, it may be proper to consider how far it may be in the power of the magistrates to guarantee funds to be raised in the county, and advanced for the purpose of alleviating any urgent present distress; and how far it may be practicable for the government to aid in carrying out any suggestions on the subject, will be duly considered when the reports are received.

To the Clerks of the Peace of  
the several Counties.  
I have, &c.  
(signed) Wm. F. Odell.

Enclosure 5, in No. 6.

MEETING of the Magistrates of the City and County of *St. John*.

Encl. 5, in No. 6.

A SPECIAL meeting of the magistrates, convened by direction of his Excellency the Lieutenant-Governor, was holden at the Court-house on Monday, the 25th July. The following Resolutions were unanimously passed.  
Resolved unanimously, That this Board regret to learn, from his Excellency's circular, that so much distress exists in various parts of the province; that in the city of *St. John* it prevails to a great extent, but the justices have no available means to meet any extraordinary emergency which may arise for supplying the wants of the unemployed poor; that they view with much alarm the present year's assessment in the city and county of *St. John*, amounting, for various purposes, to the enormous sum of 8,000 *l.*, besides an unrealized sum of about 3,000 *l.* yet due for the past year, and thereby inducing the apprehension that those taxes, although short of what must be required, will only be partially collected; that any pledge of the city and county credit for repayment of a temporary loan, it is considered would, on the part of the sessions, be illegal, and if it were not so, under the present universal embarrassment of the mercantile community, they think there is not a possible hope of obtaining the aid of funds by local loan.  
The justices are therefore of opinion, that if distress so generally prevails, as his Excellency's circular induces them to believe, the relief will not fall within the province or power of the sessions, but it is rather a matter which can only be provided for by legislative enactment.

(A true Extract from Minutes.)  
(signed) Jas. Peters, C. Clerk.

FORM OF SUBSCRIPTION LISTS.

Subscribers' Names.	In Donations.	In Debentures at Six per Cent. per Annum.	Grand Total.
	£. s. d.	£. s. d.	£. s. d.
A. B. - - -	2 - -	-	
C. D. - - -	- - -	10 - -	
E. F. - - -	- 10 -	-	-

N. B.—The fund to be raised on debentures, redeemable in 6 or 12 months, with interest.

— No. 7. —

(No. 98.)

COPY of a DESPATCH from Lord Stanley to Lieutenant-Governor  
Sir W. M. G. Colebrooke.

No. 7.  
Lord Stanley to  
Lieut.-Governor  
Sir W. M. G. Cole-  
brooke.  
15 Sept. 1842.

Sir,  
Downing-street, 15 September 1842.  
I HAVE considered with the most anxious attention your two despatches of the 9th and 28th of July, Nos. 71 and 73, in which you report the unusually large number of emigrants who had arrived in New Brunswick in the course of the present season, the distress and suffering which had resulted to themselves and  
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to the community, the steps which you had taken for the relief of that distress, and the further measures which you recommend for the sanction of Her Majesty's Government. The questions involved in these despatches are of the deepest, and in some respects, of very painful interest; and require that the principles in which the Executive Government proceeds should be most carefully considered, lest its over-interference, with the most praiseworthy motives, should have a tendency to aggravate the evils which it seeks to mitigate.

I do not think that it would answer any useful purpose that I should enter upon the discussion opened in your despatch of the 9th of July, of the comparative merits of various systems of colonization, although you there lay down several positions in which, with great deference for your authority, I could not with truth signify my acquiescence. We have to inquire rather what is practicable, than what would be abstractedly and theoretically desirable, and to consider the mode of most advantageously availing ourselves of existing circumstances, rather than the benefits which might be derived from a state of things which we cannot create. It is undoubtedly true that to the wellbeing of a society a due proportion between the labour supplied and the capital capable of employing that labour is of primary importance; but I cannot, with any hope of promoting that end, hold out encouragement to the idea of establishing "home colonies in the United Kingdom", "with a view of training the people of every class for emigration to the colonies." On this subject I must refer you to my despatch of the 31st of May, the principles contained in which you do not appear to me to controvert, and I conclude therefore that while you consider the formation of "home colonies" to be a desirable object, you abandon it as an impracticable one. In point of fact, emigration from this country, especially to North America, will at all times be composed mainly of the poor and indigent class, seeking to carry their labour to countries where it may command a better remuneration than in the overstocked market of the mother country; and it is to the gradual accumulation of capital in the colonies, the produce of that labour, that we must look for the means of employing, in successive years, successive bands of immigrants. But this accumulation of capital must be real and substantial; and the attempt to swell it unnaturally to forced and artificial dimensions, though for the moment it may have the effect of apparently relieving a temporary pressure, can hardly fail, in the end, of leading to disastrous consequences. For this reason, as in colonies to which the facility of access from the United Kingdom is so great as to those of British North America, there is always some risk of the supply of labour exceeding the means of the capital of the colonies to absorb and to employ it; so it is peculiarly incumbent in the Executive to take no steps which, by giving an artificial stimulus to the introduction of mere labour, may tend to aggravate this disproportion.

Bearing this in mind, it may not be unprofitable to review the course of events for the last 18 months, in order that the experience of the past may lead us to sound conclusions as to the policy to be pursued for the future.

I find that in the year 1839, the emigration to New Brunswick was to the extent of 3,123 persons; in 1840, it increased to 7,777, without apparently causing any particular distress; and again in 1841, the number exceeded 7,000, without any ill consequences. But in this latter year, I find that more than one-half re-emigrated to the United States, where many of them had relations, by whose advice they came out, passing through New Brunswick, as stated by you in your despatch of 28th July, No. 65, partly with a view of avoiding the emigrant tax imposed in the ports of the United States, and partly to avail themselves in passing of the opportunity of "obtaining, at high wages, the temporary employment," "which usually terminates with the departure of the spring ships." The extent of this re-emigration probably indicated with tolerable accuracy the degree to which the influx of that year exceeded the capability of the province to furnish employment; though I do not deny that absence of correct information might lead some to quit the province for whom there existed the means of profitable employment, had they known in what quarters to seek it. Actuated no doubt by this opinion, and with a laudable desire to promote the settlement and improvement of the province committed to your care, you informed my predecessor on the 29th of May 1841, that you had taken measures for the settlement of the province which you hoped would "greatly augment its strength and resources, and induce those emigrants to remain in it who have hitherto been accustomed to transfer their industry to the United States." From the enclosures

For Sir W. M. G.  
Colebrooke's Des-  
patch 29 May 1841,  
vide Correspon-  
dence respecting  
Emigration, order-  
ed by the House of  
Commons to be  
printed, 7 June  
1842, No. 301,  
292.

to

to that despatch it appeared that emigrant societies had been formed at the instance of the government throughout all the counties of the province, to collect funds and publish information, and that the government agent at St. John's had issued a notice warning all persons against being led astray by the idea that they would not get employment in New Brunswick, assuring them that the contrary was the case, and enjoining them not to "listen" to advice of an opposite character; and the notices to this effect were sent on board the emigrant ships as they arrived, by the quarantine officers or the pilots, before any other parties could be permitted to board them.

Acting upon the same views, and carrying them still further into operation, you informed me, in your several despatches of the 15th of September, 12th of October, and 30th December, of the steps which you contemplated taking, and had taken, with the cordial concurrence of Her Majesty's Consul at New York, for reversing the course which had previously prevailed, and for inviting from that city and from Boston great numbers of destitute emigrants, who were then suffering great privations, having been disappointed in their hopes of obtaining employment.

I confess that I received the intimation of these projects not without serious misgivings as to the result of carrying them into operation, more especially when I considered them in combination with the disordered state of the finances of the colony, to which you called my attention by your despatch of the 12th November 1841; and accordingly, on the 5th of December, I stated thus pointedly the condition on which alone I was prepared to give my assent to the experiment: "Having given my best consideration to the general question of promoting the removal to the North American provinces of such subjects of Her Majesty resident in the United States as might be desirous of living under British institutions, I am of opinion that there would be no objection to the measure, provided there was a fair probability that, on their arrival, they would be able to obtain permanent employment. This point, however, I think ought to be carefully attended to and satisfactorily ascertained, in justice to all the parties concerned." I further observed: "The employment of emigrants in New Brunswick seems to depend, in great measure, on public works, and these on the funds which may be available for their execution. The financial question must, therefore, be first solved, before any measures can properly be taken for attracting labourers to the province." At a subsequent period, when the plan of inviting back emigrants from the States was again brought forward, the Commissioners of Land and Emigration, on the 24th of February 1842, made the following remarks: "We should be disposed to consider the general aim of the plan, supposing that the individuals affected by it are out of employment and in distress, and that it will give no offence to the Government of the United States, may be deemed good or bad, in proportion as the means exist in New Brunswick for giving employment to the persons whom it may introduce into the colony. If they can be employed at good wages upon public works, or by private parties, they will not need in their distress in a foreign land to be tempted by diagrams of well-circumstanced lands, and by offers of free grants. The use of diagrams, especially, we must note as specious in appearance, but in reality quite a useless expense, since no man of sense who is going to a new locality would choose his land before he sees it. If, on the other hand, the means of paying the immigrants remunerating wages do not exist in New Brunswick, we are satisfied, by the experience which has universally attended the location of paupers upon waste lands, that their introduction into the colony ought not to be encouraged." In a dispatch of the 29th March 1842, you first mentioned your fears of a want of capital for the employment of labour. On the receipt of this despatch, I immediately caused a warning paragraph to be inserted in the daily newspapers; and a similar caution was introduced into the pamphlet published about that time by the Emigration Board. I at the same time instructed you forthwith to countermand, if you had not already done so, all proceedings at Boston and New York for inviting emigrants back from the United States, and strictly prohibited you from expending any public money, during the distress, in facilitating a removal of British settlers from that country into New Brunswick. In another later despatch (Private, 2 April 1842), I declared to you strongly the impossibility, especially in the then state of the provincial funds, of complying on the part of Her Majesty's Government with your proposal for an advance of 500,000 l.

Notwithstanding these precautions, however, it is obvious that the immigration

For Sir W. M. G.  
Colebrooke's Des-  
patches of 15 Sept.,  
12 Oct., and 30  
Dec., vide Corre-  
spondence respect-  
ing Emigration, or-  
dered by the House  
of Commons to be  
printed, 7 June  
1842, No. 301,  
313, 315, 319.



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tion of destitute persons in search of employment has, in the course of the present season, been far greater than the capital of the province could absorb, and that severe suffering to the immigrants, and heavy pressure upon the inhabitants, has been the result.

I have recapitulated these facts, not so much for the purpose of reflecting upon what has been done, as with the view of aiding our consideration of the direction in which we are to look for the remedy.

I am aware that several causes have combined to render the pressure in the province peculiarly severe in the present year. The destruction of property in the disastrous fire at St. John's no doubt largely diminished the funds for the employment of labour. You state, in your despatch of the 9th of July, that the banks, partly owing to the large advances of capital which they had already made to the Government, have been obliged to suspend their usual accommodation; and that the lumbering parties, notwithstanding the check given to the timber trade during the previous year, had continued their pursuits, under an expectation of the market being relieved, and obtained upon credit their usual supplies from the farmers and merchants, for which they cannot now make payment. Taken in conjunction with this circumstance, and with previous overtrading, I fear that the alteration of the timber duties may, for the moment, have added to the difficulties of the province, augmenting the supply of labour seeking employment, while it diminishes the available capital to employ it; and in such a state of things, it is obvious that even a small excess in the number of immigrants may add, disproportionately, to the public distress.

That the excess of this year's immigration has been, of itself, inconsiderable, I think I am warranted in saying. In 1840 the province received nearly 8,000; in the first half of 1841, notwithstanding an influx of 7,000, you considered yourself warranted in taking active measures for largely increasing the numbers; in the first half of 1842 the total number has only been 8,514. If this excess be the whole addition made to the ordinary ratio of increase of the population, it is difficult to conceive that to it alone, or even mainly, is the existing distress to be attributed. But I cannot avoid entertaining some apprehension, that neither in the former nor in the present year was New Brunswick capable of employing an additional population of 8,000 to 9,000 immigrants; and that while in the former year re-emigration to the United States in some degree counterbalanced the excessive importation, the inducements which have been held out by the Government to remain in the province have produced the unusual pressure experienced in the present year.

I proceed to consider the steps which you recommend, and the course of policy which, in my judgment, it is necessary to pursue, for the relief of this admitted pressure.

It is admitted that for the moment the supply of indigent labour, seeking employment, exceeds the effective demand for such labour. You propose, in the first instance, to meet this excess by a loan from this country of 500,000*l.*, to be expended in public works; and you state, that "if half of this sum had been raised in the present year, not only would the country have been relieved from the existing distress, by enabling the banks to resume their accommodation, and by affording employment to the people, but the revenue would have been largely augmented, and have sustained the public credit." On this subject I cannot too strongly or too earnestly press upon you the caution which I conveyed to you more than once last year, not to build upon the expectation of being enabled to have recourse to such an expedient. I do not deny that the raising of an additional quarter of a million to the public means of expenditure for the year would, for the time, have dispelled distress, and produced the temporary appearances of prosperity to which you refer. But even if I could overlook, as I cannot, the consideration that New Brunswick, in the present disordered state of her finances (the annual expenditure exceeding the annual revenue), can give no valid security even for the payment of interest upon such a sum; if I could be thoroughly convinced that such an outlay, if security could be given to the parties advancing it, would be of sufficient advantage to the province to outweigh the additional heavy annual burthen imposed upon her, I should yet seriously doubt the policy, not so much of the outlay itself, as of the principle on which it would be avowedly founded, of giving an artificial stimulus to the employment and introduction of labour. I conceive that its inevitable tendency would be, by creating high expectations, to bring upon the province, in succeeding years, more formidable

formidable bodies of destitute claimants for employment. When it is considered that in the first half of the present year, according to the official returns, very nearly 100,000 persons, of whom a large proportion may be considered as bordering on destitution, have emigrated from the United Kingdom to British North America and the United States, I need hardly point out to you the imminent danger to New Brunswick of calamities far greater than she has yet experienced if a general rumour should become prevalent that that colony is prepared to undertake, and the credit of Great Britain is to be pledged for carrying on, public works to such an extent as may be necessary to provide for the employment of all who may resort thither with nothing but their labour to dispose of.

You proceed in your despatch of the 28th of July, in reference to your former despatches of the 13th and 28th of June, to express your "hope that the advantage taken by interested persons of the ignorance of the people would justify the appointment of agents in the ports of the United Kingdom, to whom those desiring to emigrate might address themselves for information and advice." I need hardly remind you that this measure was carried into effect when last I had the honour of holding the seals of the Colonial Office, in 1833; that at this moment officers, charged with the very duties you point out, are stationed in every port of the United Kingdom from which emigration is carried on to any extent; and that the amended Passengers' Act of the late session gives to these officers additional powers, and to intending emigrants additional protection, and increased means of enforcing the penalties of the law.

With reference to the appointment of provincial emigration agents at the ports of St. Andrew's, Miramichi, and Bathurst, I have to observe that as the payment of such agents, and the purposes for which they should be established, would be matters of peculiarly provincial interest, I should hardly feel myself justified in expressing more than an opinion upon the subject. I must, however, suggest for your consideration, how far it would be desirable to impose upon the colony a charge for the maintenance of salaried officers for the superintendence of immigration at ports at which the number of immigrants in 1841 were respectively 681, 212, and 13. I do not find that there has hitherto been any difficulty in carrying on the necessary duties at Fredericton through the ordinary officers of government; and I confess I do not see, in the present circumstances, sufficient reason for burthening the province with a new appointment in that city.

I entertain decided objections to the payment of emigration agencies out of the proceeds of the emigrant tax, and to the proposition which you have made in your despatches of the 13th and 28th June, that the Imperial Parliament should impose an emigrant tax to provide for the establishment of agencies in the colonial ports. It appears to me that the legitimate objects to which an emigrant tax should be applied are the relief of sick and destitute emigrants and the forwarding of unemployed emigrants to places where their services are required; and that the latter, wherever there is a choice, is in my opinion the preferable application of the fund. Both these objects are provided for by the existing Act of New Brunswick, 2 Will. 4, c. 36.

The evils of which you complain appear rather to be the results of the vicious practice which has sprung up under the Act than of the Act itself. If the guardians of the poor at the different outports have the power of making advances at their discretion in anticipation of grants of the Legislature, it is not extraordinary that abuses should have prevailed in the application of the funds, or that large sums should have been expended, and yet that there should have been no funds available towards the primary and legitimate object of the tax—the forwarding of emigrants absolutely destitute to the place of their destination. I take it to be indisputable, that with a view to the impartial and economical administration of these funds, their distribution should be entrusted to officers immediately responsible to the Government, and free from all local interests and prejudices; but I very much doubt whether the amount of business to be transacted at the outports would justify the appointment of officers charged exclusively with that duty.

You observe that "the fund which is altogether inadequate to relieve the distressed emigrants as paupers, would be amply sufficient to provide for their removal, if measures should be taken in England to discourage pauper emigration, and to afford information to emigrants of the situations where employment would be open, or where facilities might be afforded to them of proceeding to their



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their destinations." I conceive that to afford such information is the peculiar duty of the Land and Emigration Commissioners, and it is one which I know they are anxious to execute scrupulously and faithfully ; but in order to execute it, it is necessary that they should be furnished with detailed and accurate information from the local authorities in the various colonies: they can be little more than the channel for the diffusion of the intelligence which it is the duty of those authorities to collect and to transmit; and there is no subject more deserving of your serious attention than the means of obtaining accurate and trustworthy information on these points, of transmitting it through me for the benefit of the classes in this country who may be disposed to emigrate, and making arrangements, with the concurrence, if necessary, of the Provincial Legislature, by which emigrants on their arrival may be furnished with authentic advice as to their proceedings, and, in cases of absolute emergency, but in such only, with the means of proceeding to their destination.

For this object, it is no doubt desirable to secure the co-operation of local Boards, composed of persons on whose reports full reliance may be placed; but I am very much inclined to the opinion, that the functions of those Boards should be as much as possible confined to furnishing information, and restricted from the administration of private, and still more of public, funds for the relief of distress. Entertaining this opinion, I cannot bring myself to share in the regret which you express at the failure of the attempt to renew country emigration societies, with the object of raising funds to make loans to farmers, proportioned to the number of people they were willing to employ, and of forwarding labourers to such persons, to work at a reduced rate of wages. I cannot look upon it as a misfortune that a plan should have failed which contemplated the application, on so large a scale, of an artificial stimulus, the ultimate consequences of which could, I think, hardly have been foreseen when it was recommended.

I observe that a circular had been addressed to the magistrates of the several counties of New Brunswick, suggesting that they should adopt measures to endeavour to meet the most urgent distress. And whenever public aid becomes indispensable, I should certainly be disposed to think that, if the laws admit, it is well that the funds should be raised and applied locally, because this seems to afford most probability of vigilance and economy. But it is impossible to be acquainted with the administration of relief funds in any shape, and not be conscious how many dangers they involve, unless there is both much experience in their management and also an established agency for the purpose. It would seem very desirable, therefore, that such funds should not be set on foot except to the extent to which there is an unequivocal necessity for them; that every endeavour should be made to secure their being only distributed amongst those who truly require their aid; and that in such a country as North America, they should in all practicable cases be rather applied to forwarding emigrants to situations where they are wanted, than to maintaining them at places where there is no private demand for their labour. In the present instance, I remark an allusion in the rules established for the county of York, to strictly enforcing repayment from such persons having received provisions from the public, as are possessed of property of their own: possibly due precautions against abuse will be taken in practice; but in so far as the above allusion conveys information, it is scarcely necessary to observe that persons possessed of property do not seem fit objects for public relief.

You will probably observe that I have hitherto confined myself to remarking upon the steps which have been taken, or which you have recommended, and that, in objecting to them, I have not myself suggested any measures for the relief of the distress of which the colony, not without reason, complains. I will confess to you that it appears to me that in such a case the duty of a government is rather negative than positive; that its active interference is more likely to be productive of injury than of advantage; and that, upon the whole, it is wiser and safer to trust to the operation of individual self-interest (always supposing sufficient information as to facts) for the application of labour, than to attempt to force it into any particular channel.

You state that the expected produce of the emigrant tax for the present year is 2,000 *l.*; a sum certainly wholly insufficient to maintain, as paupers, a large body of emigrants, but adequate, I should hope, to meet the demands upon it, limited, as they ought to be, within the bounds of the most urgent necessity. But in order that they may be adequate, I hold it to be indispensably necessary

that

that all expenditure should take place under the immediate control of an officer directly responsible to yourself, reporting to you in detail from week to week, and tied down by such restrictions as you may think it right to impose upon him. Emigration societies, particularly if they are entrusted with the disposal of public money, are too apt, with the best motives, to be lavish in their expenditure, from a desire to avoid the appearance of harshness, and from mistaken views of charity. The government agent should be authorised, in cases of proved destitution, and in those alone, to furnish the means of conveyance to districts where labour may be in demand; and, as a test, even to find for the emigrants any laborious work, to be paid for at less than the ordinary rate of wages; but he should on no account assist any one who having been offered either work or conveyance shall have refused to avail himself of it; nor should he permit the wives and families of those who may absent themselves on the plea of seeking work to be maintained in the almshouses, or otherwise, at the public expense. Some deviation from the rules may be allowed in cases of sickness, or of females or children whose husbands or fathers may have died on the passage and left them wholly destitute; but these cases will be comparatively few. Your aim for the present must be the dispersion of the emigrants as speedily as possible where work may be found for them, whether within or without the limits of the province; and for the future, the land agents and others whom you may employ in the various districts should periodically, and especially at the season when emigrants may be expected to arrive, keep the agent at St. John's fully informed of any particulars, each in his own district, of the demand for labour, the rate of wages, the price of provisions, the means of conveyance, and generally such information as may enable the agent at St. John's to advise and direct arriving emigrants. The summary of this information should be transmitted to me in every year by the month of March at latest, and thence throughout the season, that timely warning of the probable state of affairs may be circulated in this country, and that if no effective demand for labour exists, emigrants without capital may be dissuaded from resorting to New Brunswick. I must for the future absolutely prohibit any inducement being held out on the part of the Government to destitute persons to enter the province from any part of the United States. If there be fair prospects of employment, they will find their way in sufficient numbers; but it is necessary to give no colour to a claim for being maintained at the public expense, founded on an allegation that their distress has been caused by listening to an invitation from the Government itself. The same prohibition of course applies equally to dissuading any persons from quitting the province as to inviting them to enter it.

The summary of my advice to you is, to limit the intervention of Government as much as possible to obtaining and diffusing correct information on all points which may be useful to enable the immigrant to decide upon his own course; to carry this to as great an extent as the means within your reach will allow; but steadily to set your face against all artificial stimulus, by loans or otherwise, to the employment of labour, and to restrict within the narrowest possible limits all direct interference, and especially all pecuniary aid.

The extent of the means which the province may have of employing labour must depend upon its internal prosperity, and its accumulation of capital; and it would be most dangerous for the Government to seek to enhance the apparent amount of this accumulation by the creation of fresh debts, ultimately adding to its embarrassments. Your object should rather be directed to a rigid examination of the real financial condition of the colony; to placing its expenditure upon such a footing as to be fairly met by its revenue, and thus maintaining the public credit upon a solid foundation. Until this is done firmly and decidedly, I fear that New Brunswick, with all the advantages of her geographical position, with all her facilities for commerce, and her freedom of access to the market of Great Britain, with all her agricultural capabilities, imperfectly as they are at present developed, cannot look for any real and lasting prosperity. I cannot but fear that the present distress is much aggravated by previous financial improvidence, of which no one is more sensible, and no one has been more anxious to check than yourself; and if this be so, the remedy is to be found, not in a continuance of the system which has produced the evil, not in seeking to obtain fresh means for increased expenditure, not in inviting additional labour, and endeavouring to give it forced employment by the creation of fictitious capital; but in retracing steps proved to have been erroneous; in limiting lavish expenditure;



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ture ; in proportioning the public outlay to the public means ; in economising and accumulating capital ; and trusting to the natural inducements of self-interest, and the nearness of the redundant population of this country, always to furnish you with as large a supply of labour as there is capital to employ ; a supply which you may usefully direct and regulate by the diffusion of correct information, but which if you seek unnaturally to force and stimulate, I am afraid your efforts, with the best intentions, will prove ultimately injurious rather than beneficial to the permanent interest of the province.

I have, &c.  
(signed) *Stanley.*

— No. 8. —

No. 8.

Lieut.-Governor  
Sir W. M. G. Cole-  
brooke to Lord  
Stanley.  
12 Sept. 1842.

(No. 85.)

COPY of a DESPATCH from Lieutenant-Governor Sir W. M. G. Colebrooke to Lord Stanley.

My Lord,

Fredericton, New Brunswick, 12 Sept. 1842.

For Sir W. M. G.  
Colebrooke, De-  
spatch, 14 May  
1842, No. 53, vide  
Correspondence re-  
specting Emigra-  
tion, ordered by  
The House of Com-  
mons to be printed,  
7 June 1842,  
No. 301, p. 338.

REFERRING to my despatch, No. 53, dated the 14th May last, I have the honour to enclose copy of a letter which I have received from Mr. L. A. Wilmot, explanatory of the condition of the settlement which was formed under his superintendence during the last winter, and which, considering the pressure upon all classes throughout the year, may be regarded as favourable to their prospects. The only assistance received by the settlers has been in the advance of 100*l.* for opening a road to the settlement, which was executed early in the season ; and they are now proposing to erect a school-house for the benefit of their children.

From the distress still prevailing among the mechanics in St. John's, a number of them who are without employment, and who possess some means, have organised themselves with the object of forming a settlement upon the same plan, their co-operation being found to facilitate the labours of a first settlement ; and being accustomed to the use of the axe, they have great advantages over the emigrants, who from their poverty and inexperience are unable to maintain themselves in the wilderness, or labour in it with the same advantage ; and where, unable to obtain employment, they are in great distress.

Some English farmers who had emigrated to Rhode Island have recently settled in the province, encouraged by those who came here in the spring, and they have found no difficulty in purchasing improved farms.

The settlement of this class is calculated to improve the agriculture of the province ; and their anxiety to settle in situations where they can obtain the means of education for their children, attests the advantages which the colonies derive from receiving an improved class of settlers, whose attachment to the institutions of their country is not less strongly evinced by their voluntary removal hither after a two years' residence in the United States. The present circumstances of the province being favourable to the views of this class of settlers, I am induced to state these particulars for your Lordship's information.

I am glad to be able to report that the crops are abundant in the present season, and that more land has been cultivated than in any preceding year.

I have, &c.  
(signed) *W. M. G. Colebrooke.*

Enclosure in No. 8.

Sir,

Fredericton, 31 August 1842.

Encl. in No. 8.

I HAVE the honour to inform your Excellency that I returned to town last night from an inspection of the Teetotal Settlement.

The result of the encouragements given to those worthy settlers is, so far, of the most gratifying and surprising character. In the month of January last scarcely a tree had been felled on one of the lots ; now there are 41 lots, averaging from six to seven acres each, partly under crop, and partly prepared for a crop for the ensuing year ; while there are 17 log-houses erected (besides several camps), and others about being built.

Some of the potatoes and oats are looking well, and promise a good return ; but in several instances the seed potatoes have failed to such an extent that the produce will be very small.

The

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The settlers have turnpiked the whole of the road, a distance of almost  $4\frac{1}{2}$  miles; and I am happy to inform your Excellency that the work has been done in a very satisfactory manner, and that the road throughout is equal, if not superior, to the best parts of the great road from Fredericton to St. Andrew's.

It was truly gratifying and delightful to me to drive over so fine a road, and to witness such extensive clearances where, in December last, I saw only a vast wilderness, a boundless contiguity of shade, and where at that time it was with great labour and fatigue I made my way through the forest as one of the chainbearers in laying off the lots.

As it was a part of the original arrangement with the settlers that they should have the making of the road at a specified price, I have assumed the responsibility of advancing supplies and seed on account of the work, the accounts whereof I shall immediately lay before your Excellency; and I have every reason to hope they will meet with your Excellency's approval.

The superintendence and management of this settlement has caused me much trouble and anxiety; but I assure your Excellency that the astonishing results more than compensate me for all my labour.

The tract of land is generally superior to my expectations, and the men are filled with hopes of future success. At present many of them are compelled to look for labour in different parts of the country, and I regret to say that some of them have failed in procuring employment at any rate. The coming winter will, no doubt, bear hard upon some of them; but another year, under the blessing of Providence, will find them abundantly supplied, and in a condition to be classed with the most thrifty settlers in the province.

One practical case of this kind is worth a thousand theories; and with a similar expenditure similar settlements may be formed in many parts of this and other counties of the province.

I have, &amp;c.

His Excellency Sir Wm. M. G. Colebrooke,  
&c. &c. &c.

(signed) L. A. Wilmot.

## —No. 9.—

(No. 89.)

EXTRACT of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Lord *Stanley*; dated Fredericton, New Brunswick, 27 September 1842.

DURING my visit to the city of St. John's a deputation of the most respectable mechanics waited on me to represent that having no prospect of employment, they desired to settle in the country, and all who have the means of maintaining themselves in the wilderness during the winter have been encouraged to do so.

They have selected blocks of land some miles distant from the city, which I have caused to be laid out; and they have associated themselves in parties, under the direction of gentlemen whom I have appointed to superintend the new settlements. I enclose copies of two petitions.

The impulse having been thus given, I entertain no doubt that their example will be followed by others. Provision will be made for the establishment of schools in these settlements; and when employment again offers in St. John's they will be prepared to take advantage of it, either by letting or selling their farms. By the operations of these skilful men, locations may be cleared during the winter, and disposed of at a profit to agricultural settlers emigrating with capital, who would find it advantageous to purchase their improvements. It is probable, however, that experience will have taught the mechanics of St. John's the advantages of possessing lands which may afford them the means of support when unemployed, and contribute to their resources at other times; and if the habits they acquire should lead the mechanics and the labouring classes ordinarily to derive a part of their subsistence from the cultivation of allotments in the environs of the city, it would improve their condition, prevent pauperism in seasons of distress, and facilitate a reduction of wages, without a diminution of comforts. The advantage, though important to the employer in a new country, where wages are ordinarily high, is of even greater consideration to the labourers themselves. It has been justly remarked, that "no man can be accounted poor who has anything growing for himself under the sun;" a truth which has been strongly impressed on the people of this province by the events of the last year. The failure of public and private credit, the consequent suspension of employment, and the reduction of the country to a condition of barter, has led all classes to look to agriculture as the only available

No. 9.

Lieut.-Governor  
Sir W. M. G. Cole-  
brooke to Lord  
Stanley.  
27 Sept. 1842.



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able resource ; and the lands which have been broken up and planted for subsistence in the winter having yielded abundant crops, others have been encouraged to come forward, who are preparing land for cultivation in the next year.

The parties formed in St. John's, including as they do men of different trades, will be able to interchange the products of their labour and industry, and thereby possess many advantages over the unskilled settlers, who for the most part emigrate to these provinces, and who would find the advantage of settling amongst them, whereby many of the inconveniences attending a settlement in the wilderness would be obviated.

Encl. in No. 9.

Enclosure in No. 9.

TO his Excellency Sir *William MacBean George Colebrooke*, К.Н. Lieut.-Governor and Commander-in-Chief of the Province of *New Brunswick*, &c. &c. &c.

The Petition of *Azor W. T. Betts*, of the City of *St John*, Master Joiner, on behalf of himself and Associates,

Humbly sheweth,

THAT your petitioner is a native of the city of St. John, where, since the expiration of his apprenticeship, he has carried on the business of a joiner, somewhat extensively: that he is a married man with a family, and possesses some means: that being out of employment, owing to the pressure in St. John's, he is desirous of settling in the country without delay, that he may be prepared to support his family by the cultivation of the soil, before his means are expended in idleness.

That several tradesman and others who are in a similar situation with your petitioner, have associated themselves with him, for the purpose of forming a settlement: that having examined some wilderness land on the Pollet River, in the county of Westmorland, they find it of good quality, and are desirous of settling upon it as soon as the necessary survey and allotment can be made.

That the associates of your petitioner, 17 in number, are all at present residing in the city of St. John, and are described as follows:—(For Names, see Abstract at foot.)

That all the said persons (with one exception) are natives of New Brunswick and Nova Scotia, possessing sufficient means of their own to form a settlement, and are all persons of good character and standing: that several others, desirous of joining the association, have been refused, as not possessing the requisite means, or being otherwise objectionable; but your petitioner fully expects that others will join them who do possess means, and are unexceptionable.

Your petitioner now prays, on behalf of himself and associates, that a tract of land on the east side of the Pollet River aforesaid, commencing near the outlet of the Pollet Lake, and extending down stream, may be surveyed into lots for settlement on the established terms. And your petitioner further prays, that the order of survey may be issued at once as himself and associates are prepared to start on the instant to take up their respective locations, and commence chopping, for which they are fully prepared, and have ample means.

And your petitioner, as in duty bound, &c.

St. John's, 19 August 1842. (signed) *Azor W. T. Betts*.

Blacksmiths	-	-	4	Cartmen	-	-	-	5	Saddlers	-	-	-	2
Shoemakers	-	-	4	Millers	-	-	-	2	Farmers	-	-	-	28
Carpenters	-	-	28	Masons	-	-	-	6	Others	-	-	-	36

127 in all; principally Wesleyan Methodists.

A SURVEYOR to be immediately appointed to survey the location pointed out, and Mr. Freeze, the member of King's County, has been required to assist in forming the settlement. A school lot to be reserved, and a church lot, and such other reserves as may be necessary. Alternate lots to be sold by auction. The parties, who are highly respectable, will go into immediate possession, and commence work, having means for their support.

(signed) *W. M. G. C.*

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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May it please your Excellency,

St. John's, 22 August 1842.

With reference to the petition of Azor W. T. Betts, presented on Friday last, praying for a tract of land on the Pollet River, for immediate settlement by himself and 17 associates, I beg to represent to your Excellency that two other persons, namely, John G. Ray, ship carpenter, married, and family, Thomas Proud, plasterer, married, and family, have applied for leave to join Mr. Betts and associates, to which Mr. Betts, on behalf of the petitioners, has consented, being satisfied as to their characters and sufficiency of means. I therefore pray that the names of John G. Ray and Thomas Proud may be added to the list in Mr. Betts's petition.

I beg respectfully to suggest to your Excellency's consideration the propriety on this occasion of laying out a large body of land on the Pollet River and its vicinity (provided it should be vacant and of good quality), and of erecting the same into a town, borough, or municipality, with reserves for churches, schools, public buildings, and common lands for general use; such reserves to be held by the Crown in trust for such town, borough, or municipality, until it shall be incorporated by general or special enactment.

The persons who have now applied for lands on the Pollet River are natives of this country, active, intelligent tradesmen, with means quite sufficient for forming a good settlement. They have entered into an agreement to assist each other this autumn in clearing the land and erecting houses. Until fairly established, they will be almost as one family. An excellent opportunity is therefore offered of establishing a borough or municipality, by laying out and designating the settlement as such, and transacting all business with the settlers as if they were a body having common interests, which would be strengthened and improved by their acting on all occasions in concert. A habit of acting thus together, and speaking with one voice, would be productive of many advantages, and lead to the establishment of a corporation by legal authority as a natural consequence, for which the settlement would be in every way fully prepared.

If a tract of land should be laid out as proposed, it would attract to it many persons of equally good standing with the present applicants, possessing the same, or perhaps more ample means. With a due degree of caution in the admission of associates, and some little arrangement as to the manner of conducting their general business, an association might be very soon formed, at the present time, which would serve as a model to the whole colony. It would lead to other settlements of the like stamp throughout the province, and by degrees change the whole of the present imperfect mode of settling the wilderness into a sound, healthy, and effective system, which would relieve the country from the burthen of supporting new settlements, to which it is now constantly subjected.

As such settlements grew up into strength and opulence, a due proportion of the labouring classes might be admitted into them, who, by receiving occasional employment from their more wealthy neighbours, would soon establish themselves.

With a humble hope that these suggestions may obtain consideration,

His Excellency  
Sir W. M. G. Colebrooke, K.H. Lieutenant-Governor,  
&c. &c. &c.

I have, &c.  
(signed) W. H. Perley.

May it please your Excellency,

St. John's, 23 September 1842.

With reference to the petition of David Collins, for himself and 50 associates, which I forwarded on the 19th instant, praying for allotments of land on the Pollet River, in The Mechanics' Settlement, I crave leave to represent to your Excellency that the undermentioned persons, mechanics and others, are desirous of being added to the list of Mr. Collins's associates, and to have allotments of land in the same line of country, on the like terms and conditions.

The present applicants are as follows:—

[For Names, see Abstract.]

On behalf of the foregoing parties, 57 in number, and with the approbation and consent of David Collins the petitioner, I pray that these names may be added to the list of 50 set forth in Mr. Collins's petition, and may be considered included therein as applicants for lands in the same township or line of country, being persons of sufficient means desirous of actually settling on the lands which may be allotted them.

I also beg to represent, on behalf of all the applicants for lands in The Mechanics' Settlement, that they are all stated to be Protestants, the greater part belonging to the Wesleyan Methodist connexion, and that they earnestly desire suitable lands to be reserved for churches and schools in convenient situations.

His Excellency  
Sir W. M. G. Colebrooke, K.H. Lieutenant-Governor,  
&c. &c. &c.

I have, &c.  
(signed) W. H. Perley.

Abstract not received.

Let additional allotments be laid out, and reserves made in the Pollet settlement for these settlers, and put up to public sale.

(signed) W. M. G. C.



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—No. 10.—

(No. 97.)

COPY of a DESPATCH from Lieutenant-governor Sir *W. M. G. Colebrooke* to Lord *Stanley*.

Fredericton, New Brunswick,  
14 October 1842.

No. 10.  
Sir W. M. G. Cole-  
brooke to Lord  
Stanley,  
14 October 1842.

My Lord,

ON my return on the 12th instant from a tour through the northern districts of this province, I had the honour to receive your Lordship's despatch (No. 98) of the 15th September, in acknowledgment of mine of the 9th and 28th July (Nos. 71 and 73), on the subject of emigration.

As my despatches of the 12th and 27th September (Nos. 85 and 89) relate to the progress which has since been made in the settlement of provincial mechanics and others, who had been thrown out of employment, and by British emigrants who had arrived with means of self-support, I shall proceed to communicate to your Lordship such observations as have occurred to me in my progress through the districts I have lately visited.

In the summer of 1841 I made an extensive circuit through the southern counties; and in my despatch (No. 37) of the 15th July 1841, I stated the result of my observations on the capabilities of the province.

At that time the distress, which subsequently occurred to discourage its enterprise and to impair its resources, had not been developed; and although anticipating, from the financial situation of the province, as reported in my previous despatch of the 21st June (No. 28), that difficulties were likely to arise, I had hoped that, by the prudence of the Legislature in the adoption of a sounder system, the embarrassments which have since occurred might have been averted.

Your Lordship is aware that these hopes were disappointed; and I have since been anxious to complete the circuits, which have enabled me partially to appreciate the effects upon the country of the pressure which ensued, and which your Lordship has justly referred to the various occurrences which conspired for a time to paralyse the industry and enterprise of the people.

The counties of Gloucester and Restigouche, although partially settled soon after the separation of the province from Nova Scotia, remained a part of the county of Northumberland until a recent period.

The inhabitants were chiefly engaged in lumbering and the timber trade, carried on in the Bay of Chaleur and the Miramichi river, and which gave employment to a great number of large ships, many of which were built in those ports.

The check given to these operations within the last two years, added to the financial embarrassments of the province, had led to a suspension of the resources on which the people had mainly depended for their subsistence; and as all hope of an early revival of the timber trade was necessarily abandoned, as well as the prospect of obtaining advances from the Government for roads, under the grants of the Assembly, the attention of the people was directed to the only available resource in the cultivation of the land; and I have the gratification to state, that throughout the province their efforts, under Providence, have been blessed with an abundant harvest,—the supplies raised being adequate to their plentiful subsistence through the winter, and in many cases with a considerable surplus.

Besides the productions of oats and potatoes, a considerable quantity of wheat has been grown, which will lessen the importation of flour from the United States, and may be expected to lead in future years to a surplus sufficient for exportation.

Although agriculture will henceforth constitute the leading pursuit of the inhabitants, and the foundation of its future prosperity, it would be wrong to overlook that the spirited improvements which have been effected in roads and bridges, by which the settlement of the country has been facilitated, have been mainly the results of the efforts of gentlemen engaged in the shipping and timber trade; and that although the system pursued has been erroneous in drawing too largely on the public revenues of the province, its progress will, in a material degree, be referable to their exertions.

The main roads from Fredericton to Newcastle, and thence to Bathurst, Dalhousie and Campbelltown on the Restigouche, are nearly completed and bridged, and several bye-roads are partially opened from them to detached settlements.

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The lands traversed by these roads are for the most part favourable for settlement ; and it was gratifying to me to find that the people were prepared to appreciate the advantage of settling together.

The limited number of persons possessing education, and the means of directing their operations, and of providing for the administration of the country, constitutes a formidable obstacle to its progress.

There are extensive parishes in which it has hitherto been impracticable to appoint a single magistrate, and others where the appointments made are not satisfactory to the people, from the extensive powers conferred on the magistracy, especially in the local courts.

Sometimes single families are met with who are prosperously settled in the wilderness, and whose numerous families are growing up without education, or the means of spiritual communion.

Where such efforts have been made to open communications through the country, it may be expected in time that these insulated settlements will be connected by the influx of new settlers, and this will probably ensue from the increasing attention to agriculture, except where large tracts of land along the lines of road and the margins of rivers have been taken up on speculation by persons not disposed or possessed of the means of improving the country.

The practice in the neighbouring states of laying out the wilderness lands in townships, and of imposing on the purchasers a moderate rate to provide for schools and roads, has induced a habit with the settlers of providing for these essential objects, which the practice in this province of contributing to them so largely from the public revenue has discouraged.

The inability to provide so lavishly for them in future I have endeavoured to impress on the people, and I hope the effect will be to induce a disposition to bear the local charges on which their future execution and maintenance must depend.

A moderate rate upon property, as a commutation of statute labour, would be adequate to support the annual disbursements hitherto made under the grants of the Assembly, and the capital advanced on such securities, and invested in the execution of roads, and perhaps the erection of schools, would be progressively redeemed in a term of years, without imposing the whole burthen on the first settlers. Such a principle also is just, as these improvements are permanent.

The issue of funds on such securities, for objects so essential to the improvement of the country, has been the only application of the public credit which I have at any time contemplated, and which, under a guarantee for the due execution of the works in question, by placing them under the superintendence of an efficient department, holds out the only means by which they can be provided for until private capital can be applied to them. From these observations, I trust your Lordship will perceive that, so far from leading the inhabitants to rely on the continuance of the system of anticipating the public revenue for these objects, I have uniformly impressed on them the necessity of relying on themselves, and have afforded to them such an exposition of their financial affairs, that they are enabled to judge of the ruinous consequences of pursuing a system which has impaired the provincial credit. My views in the last session were limited to the establishment of a guarantee fund for the existing debt, and for the completion of the works already in progress, under proper superintendence.

For these the public revenues would have been ample, notwithstanding the commercial depression and the heavy losses sustained on Government warrants from the depreciation of the public credit; and the pressure on the money market, from the amount unpaid, would have been obviated; neither would the banks have been so restricted in their operations by the large amount of these warrants held by them, on which no provision had been made for the payment of the interest accruing.

The suspension of this accommodation, added to other causes, led to the unusual pressure on all classes of the inhabitants; and the urgent appeals made to me to issue warrants for bye-road appropriations, regardless of their certain depreciation, from the inability of the Government to take them up, induced me to propose to the county magistrates to devise the means of assisting the inhabitants, on their own responsibility, to whatever extent might be required.

Their proceedings appear to have been judicious; and the result has been, that the funds, which to a very limited extent were applied in small loans, to enable the people to plant their lands, and which, under ordinary circumstances, they could



NEW  
BRUNSWICK.

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could have obtained from the banks, have been amply secured in the result of the present harvest.

It was not intended that such assistance should be rendered to those classes who had a claim to aid from the commissioners and guardians of the poor, either as emigrants or paupers, and who generally resorted to the towns for relief, from the absence of employment in the country. I should also observe to your Lordship, that the settlement of this class of persons, except where funds for their employment might be provided, has never been regarded by me as favourable to the prospects of the colonies. The exertions made by American agents in the United Kingdom to induce those who possessed resources to settle in the United States, and the disappointments to which many have there been subject, I have formerly alluded to; and as lands have been laid out in locations adequate for the settlement of many thousands, if they should possess the means of maintaining themselves till their lands could be made productive, there was no ground to apprehend inconvenience from the influx of such a class, although the introduction of indigent settlers was calculated to aggravate the public distress.

Indeed, the arrival of several farmers from Rhode Island, induced by the troubles in that state, has been hailed as a benefit, and the settlement of the mechanics of St. John on wilderness lands is regarded as a change in the views of that class highly favourable to the agricultural prospects of that province.

There can be no doubt that its great natural resources will, in time, be appreciated by others of the same class, whose views have been directed to other quarters.

I regret to have overlooked that emigrant agents in the United Kingdom had been appointed during your Lordship's former administration of the colonies. There can be no doubt that they are able to render valuable assistance and advice to the emigrants.

The erroneous information given to them by interested persons may in this manner be counteracted, and especially where they are induced to embark for ports from which they cannot conveniently remove to their ultimate destinations.

I am fully impressed with the importance and justice of your Lordship's observations regarding the administration of the emigrant funds, and, I hope, for the support of the Legislature, in directing their application more strictly to the purposes for which they are raised. It is just, however, to observe, that much praiseworthy zeal has been evinced by the local commissioners in assisting and relieving destitute emigrants and their families. The appointment of an emigrant agent (Mr. Ward) at Fredericton by my predecessor originated in the number who came up from St. John's in the river steam-boats, which ply daily, and where many are induced to repair in consequence of the practice of selling the public lands at the Crown Land Office, and which are bid for either by the settlers themselves or by their agents.

Mr. Ward has exerted himself to obtain employment for the emigrants in the country, but no salary has been granted to him.

I am of opinion that it would be desirable to make some provision for these duties at Fredericton and at the outports; and where the numbers arriving are insufficient to call for a separate appointment, a small allowance to the officer of customs might with advantage be granted.

The funds raised by emigrant societies, under the premiums granted by the Legislature to the counties, were intended to afford assistance chiefly to the families of indigent emigrants, who often arrive in a state of destitution, until they could obtain employment. The distresses of the country in the last year have unavoidably rendered them inoperative. I am impressed with the justice of your Lordship's remark, that all adventitious stimulus should be as far as possible withheld; but in seasons of distress at home and abroad, when multitudes of destitute people repair to the colonies, the adoption of means of relief, which is often required for the preservation of the lives of women and children, cannot always be regulated by prudential considerations, affecting the community on which they are cast. The hospitality of the people of the province towards the emigrants is a creditable feature in their character.

I am happy to have your Lordship's concurrence in my opinion, that the introduction of labourers, without adequate capital for their employment, it is of primary importance to discourage; and as emigrants are naturally prone to seek a settlement on land, and as such condition of the labouring class I conceive to be the most favourable for their social improvement, and for the advancement of the

the colonies, I have been naturally led to consider of the means of promoting this object in a manner the best calculated to secure the advantage of the emigrant, and of the country to which he transfers his labour.

Having in a long course of public service in the colonies been impressed with the defects of the systems adopted, and having witnessed the failure of several praiseworthy undertakings both public and private, I have been attentive to the causes which produced them.

Looking, as I have done, to the means of preserving those social advantages to which Englishmen justly attach so much importance, I have been accustomed to regard with regret that the settlement of the colonies should so entirely depend on the immigration of the poor and indigent classes; and during my occasional residence at home, I have been attentive to the means by which other classes of people could be induced to take part in such undertakings, and thus to provide for the settlement of the colonies under the most favourable circumstances. Having been associated with several gentlemen in an attempt to carry out these views in the United Kingdom, I only relinquished them when I proceeded to the West Indies in 1834, but not before I had assured myself of the practicability of establishing such colonies at home, and of the advantages to be derived from them as auxiliaries to a system of colonization abroad.

I trouble your Lordship with these observations only that I may contribute, so far as the expression of my opinion can avail, in the promotion of an object which I consider would reward the exertions of those who might undertake to promote it; but, apart from such views, it is not unreasonable to hope that the natural advantages of this province are such as to prove, at least, as attractive as the Canadas and Prince Edward's Island, where settlements are understood to be forming by emigrants of a superior class, who possess not only the resources required for the employment of the indigent emigrants, but who are able to contribute their valuable assistance in the preservation of those habits and institutions on which the prosperity of society more essentially depends.

I need not add, that they would find in the old inhabitants of the province a disposition cordially to co-operate with them in the promotion of objects calculated for their common benefit, and to perpetuate the connexion with the parent country on terms reciprocally advantageous.

I have, &c.  
(signed) *W. M. G. Colebrooke,*

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—No. 11.—

(No. 100.)

COPY of a DESPATCH from Lieutenant-governor Sir *W. M. G. Colebrooke* to Lord *Stanley*.

Fredericton, New Brunswick,  
28 October 1842.

My Lord,

HAVING since the date of my despatch (No. 97) of the 14th instant revisited the southern districts of the province, I proceed to offer to your Lordship such further observations as have occurred to me in the course of my circuit.

A direct road from Fredericton to St. Andrew's on the St. Croix river having been opened in 1839, I proceeded by that route, passing through a prosperous settlement which had been formed by a party of agricultural emigrants from Northumberland in that year. These persons had been induced to come out by the prospect of employment in the settlement of the New Brunswick Land Company at Stanley, and, disappointed in this, their views were directed to the formation of a settlement on the projected line of road, to which their labour with that of others was usefully applied; and a direct mail communication has thus been opened from hence through St. Andrew's and St. Stephen's to the United States. Adjacent to this line has been formed the other settlement alluded to in my despatch (No. 85) of 12th September.

Along the entire route which I pursued, I had occasion to observe the successful efforts which had been made to improve the agriculture of the province, and, under the depression to which the trade in all the commercial ports has been subject, it was gratifying to observe the prosperous condition of the farmers, notwithstanding the disadvantages arising from the suspension of public and private credit, and their inability to obtain a present market for their surplus produce.

No. 11.  
Sir *W. M. G. Colebrooke* to Lord  
*Stanley*,  
28 October 1842.



NEW  
BRUNSWICK.

The number of able hands heretofore annually withdrawn to engage in lumbering operations has been seriously injurious to the agricultural districts, not only in the neglect of such farm-work as could be performed in the winter, but from the loss of the early part of the summer season, which, being short, demands promptitude and the unremitted exertions of the farmer in order to secure his crops. In the present year, extensive preparations are making for the improvement of the land by composts, of materials which can be readily obtained; it having been ascertained that the negligent husbandry which settlers from necessity have recourse to when isolated, can thus be superseded with advantage under a system of combined labour and its intelligent application.

3*l.* currency.

The practice heretofore has been for the isolated settler to cut down the forest trees, leaving the roots in the ground for several years, and cultivating the intervening spaces with the hoe; but wilderness land has recently been completely cleared and improved with compost manure under the plough, at 2*l.* 8*s.* sterling per acre.

Efforts are being made to introduce machinery for the abridgment of labour in the fabrication of the woollen clothing commonly used by the farmers and their families. A factory of this description in a district favourable for sheep-farming promises to be successful, affording as it does a market for the wool, in exchange for the articles of clothing required.

The command of water-power facilitates the introduction of such works, as well as the establishment of corn and grist mills. In the establishment I have alluded to, the machinery has been obtained from the United States, the duties having been remitted to the importer.

Common manufactures of this description, which are essential to the prosperity of every country, and ought therefore to be encouraged, are favourable to general commerce, augmenting the resources of communities, and thereby facilitating the interchange of their varied products, directly or circuitously. In reference to this subject, it would be inappropriate in this despatch to enter on the subject of the trade of the province as it is affected by the British and American tariffs, on which I shall have occasion separately to address your Lordship.

As the period approaches when the Legislature will resume its labour, I feel it to be important that the views of the Government in regard to the financial interests of the province should be clearly understood.

In my despatch of the 21st June 1841 (No. 28), I observed that from the great disproportion between the extent of the lands granted and the domains of the Crown, it was obviously impossible that the inhabitants of the settled parts of the province could defray, from their own resources, the expense of opening so large an extent of wilderness; but the works required being reproductive, there could be no difficulty in raising the funds required for the purpose, and of providing for the payment of the interest, and the ultimate redemption of the principal. On this principle, I proposed in my despatch (No. 37) of the 15th July 1841, that a capital should be raised on the credit of the province, and on the security of a guarantee fund to be provided, with the object of continuing the works in progress, and of carrying out such further improvements as might be recommended.

In the formation of such a fund, it was not my intention that it should constitute an exclusive charge on the provincial revenues; the attempt to carry out local improvements by such means having involved the province in debt, for which no provision had been made; and as I stated in my despatch of the 21st June, that the import duties should be lowered to protect the fair trader and to prevent smuggling, I considered that no greater sum could be available for such fund than the surplus which might remain after defraying the expenses of the Government.

No charge, however, being imposed on the lands for local improvements, and many such works being in progress, a contribution from this source for their completion might be obtainable, and from the commutations of forced labour; and if the fund thus raised should be adequate to redeem the capital advanced in a moderate term of years, it could be considered not otherwise than just that future settlers should thus be made to contribute to works necessary to the settlement of a thickly-wooded country intersected by rivers and streams, the banks of which were already occupied.

The establishment of tolls at a more advanced period of settlement might relieve the inhabitants in part from these charges.

In illustration of these remarks, I may observe that extensive works have been executed

executed or are in progress from no other funds than annual contributions from the public revenue; and while the spirit of improvement is to be applauded, the mode in which it has been sustained is manifestly objectionable.

The commercial distress which arose towards the end of the last year, leading as it did to a decline of the revenue, induced me to limit my views in the last session to a provision for the redemption of the provincial debt, and for the completion of the works already in progress; and if a guarantee fund had been formed, on security of which capital could have been raised for these objects, the loss occasioned by the non-completion of such works, and much of the difficulties which have since been experienced, would have been obviated.

In the present circumstances of the province, it would be impossible to calculate on any available surplus from the public revenue, and although it may be expected gradually to improve, a guarantee fund can only at present be derived from such rates or tolls as may be imposed for the execution or completion of works, for which the inhabitants are willing thus to provide; and when the Legislature has restored public credit by redeeming its engagements, the effect on the provincial revenue cannot fail to be favourably experienced.

Appraising as I do the spirit with which the Assembly has promoted many useful works, but which were obviously beyond the present means of the province to provide for, except by raising the necessary capital on the security of an adequate fund for its gradual redemption, a further consideration presents itself in the necessity of guarding against the loss of capital from the unskilful execution of the works, and the inadequate means applied to them.

The practice of carrying roads over the summits of hills to avoid crossing streams, and the construction of bridges, has led to the abandonment of lines of road on which much labour had been bestowed; and the same remark is applicable to what are called "winter roads," where the forest trees are merely cut down. When covered with snow, such tracts may be traversed on sleds, but at other times they are impracticable, and the improvement of them is often attended with more labour than would be required for the completion of a new line of road. The losses, also, which are sometimes sustained from the defective construction of bridges should be guarded against by placing such works under the direction of a scientific department.

How far a change in the Crown lands, or, in other words, in the casual revenue, may hereafter be imposed in aid of these improvements, by which the value of the lands would be raised in common with the lands of the inhabitants, will be a subject for future consideration; meanwhile the rapid augmentation in the value of lands, where they are rendered accessible by means of roads, is strikingly evidenced in all parts of the province, and from the high price which they have attained in favourable situations, it is evident that no charge is more certainly compensated to the settler than that which is incurred in opening and improving communications throughout the country. In the older settlements it will in general be fully adequate for the purpose, and may be assisted by tolls; but the construction of roads and bridges through extensive tracts of wilderness, which may separate them as completely as if the ocean intervened, will, in most cases, require to be undertaken on the security of some general fund, to which the lands thus opened for settlement would afterwards contribute.

Settlers who possess resources to maintain themselves in the wilderness till the lands they purchase can be rendered productive, are generally disposed to contribute their labour, at moderate rates, in redemption of the charge by which they tax themselves for improvements essential to them, and the charges thus liquidated are public contributions to such works, by which the market value of the reserved lands is augmented.

Works of this description will sometimes admit of being progressively executed as funds become available; but in most cases it will be found preferable to delay them until adequate funds can be applied for their completion on approved estimates and plans.

From the adoption of the first mode, unfinished works have been subject to injury through neglect and dilapidation, the early completion of which could alone save the capital already expended on them, or render it reproductive as an investment.

I have, &c.  
(signed) *W. M. G. Colebrooke.*



—No. 12.—

No. 12.

Lord Stanley to  
Sir W. M. G. Cole-  
brooke,  
7 October 1842.

For General Report  
of the Colonial  
Land and Emigra-  
tion Commissioners,  
vide Papers ordered  
by the House of  
Commons to be  
printed,  
12 August 1842.  
No. 567.

(No. 104.)

COPY of a DESPATCH from Lord *Stanley* to Lieutenant-governor  
Sir *W. M. G. Colebrooke*.

Sir,

Downing-street, 7 October 1842.

I TRANSMIT to you herewith a copy of a General Report of the Colonial Land and Emigration Commissioners, bearing date the 30th July last, of the proceedings during the preceding year.

I have, &amp;c.

(signed) *Stanley*.

—No. 13.—

(No. 103.)

COPY of a DESPATCH from Lieutenant-governor Sir *W. M. G. Colebrooke*  
to Lord *Stanley*.

Fredericton, New Brunswick,  
14 November 1842.

No. 13.

Sir W. M. G. Cole-  
brooke to Lord  
Stanley,  
14 November 1842.

My Lord,

I HAVE had the honour to receive your Lordship's despatch (No. 104), dated 7th October, transmitting for my information the copy of a General Report of the proceedings of the Land and Emigration Commissioners.

I have perused with interest the observations of the Commissioners, and I am desirous of affording them all the information that may enable them fully to comprehend the measures in progress for the settlement of the lands in this province.

Having in former despatches explained the principles by which I have been guided, I now enclose a Report by the Commissioner, Mr. Wilmot, who undertook to superintend the first settlement on the St. Andrew's road in the winter of 1841. From this report it appears that the forty settlers who occupy 2,000 acres or 50 acres each, have cleared 200 acres of land, and have opened and constructed a road of 16 feet wide and of four miles in length through the forest to connect their settlement with the main road to St. Andrew's; that the contracts made with the whole party under a joint guarantee were executed at the current rate for such work in 1841, and that the labour performed has been equivalent to the supplies advanced.

If the 2,000 acres of reserved land in the settlement should sell by auction at 5s. an acre—the former upset price of wilderness lands, and less than the average price of private lands—the proceeds would be equivalent to the value of the labour expended on the road; and from the great reduction in the value of labour and subsistence in the present year, the same contracts could now have been executed at half the cost.

When it is further considered that these settlers with their families were at the beginning of the last winter in a destitute condition and without employment in Fredericton, and that in twelve months their labour has acquired to them a property valued at 1,300*l.* sterling, and that they have performed public work valued at 471*l.* sterling, no question can be entertained of the advantage accruing to the public as well as to the settlers themselves from the undertaking.

The Commissioners have noticed that the further prosecution of this plan of settlement has been arrested by the financial difficulties of the province, and they observe that advances of public money may be expected unduly to encourage the influx of emigrants in search of labour. This observation necessarily applies to works of every description in which public funds may be expended in the colonies.

The opening of roads in a new country covered with forest is essential to its occupation and improvement. The money expended on them is of the nature of an investment of capital; and while there is an effective demand for wild lands and a progressive augmentation in its value, such works are not only a means of effecting the settlement of the country, but of increasing the revenue, from which the necessary funds may be derived for their further prosecution.

Without pursuing the subject at present, and admitting the necessity of a vigilant superintendence where public monies are advanced, and indeed of placing

placing them in the hands of those who are intrusted with their disbursement on the works to be performed, I wish to draw the attention of the Commissioners to the fact that the settlements now in progress have been undertaken by associated parties, who, possessing the means of maintaining themselves in the wilderness, have required no advances to be made to them, and who have entered into voluntary contracts in some cases to open roads required for access to their locations. Several settlements on this plan are now forming on lands selected in different parts of the province, the most considerable of which is situated near the Kennebeckasis river, where a party of 200 unemployed mechanics of St. John's are now settling.

From the enclosed Report of Dr. Gesner it will be observed, that a number of squatters were found by the surveyors on the land, and who will have an opportunity of purchasing at the sales the allotments which they occupy.

No person will be allowed to purchase more than 50 acres on credit, and those who desire to purchase the reserved lots must pay for those they have first acquired.

To ensure the effective occupation of the lands, the bonds will be enforced where it is neglected.

I will take an early opportunity of transmitting the regulations under which these settlements are now forming; and I hope that their effect in raising the value of the Crown lands will recommend the equitable claim of the settlers to the remission of a part of the price of their lands in consideration of the work performed by them in opening roads. I should not propose that this should be done except where the roads have been properly laid out and executed; and the sum remitted would be regulated by the extent of the road and the ordinary contract price of the work performed.

Hitherto the revenue derived from the sales of Crown lands has been inconsiderable, and the extent to which it is occupied by persons without title is generally complained of. In the prosecution of this plan of settlement, I anticipate that with the improvement of the country the revenue will be augmented, and a limitation of the occupancy of the settlers will facilitate the acquisition of titles, which it is as much the policy of the Government as it is advantageous to the people to encourage. In the expectation of a progressive rise in the value of lands, the settlers will be anxious to redeem the bonds on their first purchases, in order that they may be enabled to bid for the reserved allotments at the public sales.

I have, &c.

(signed) *W. M. G. Colebrooke.*

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Enclosure 1, in No. 13.

Sir,

Fredericton, New Brunswick, 2 November 1842.

Encl. 1, in No. 13.

I HAVE the honour to enclose the account of work on the road through the Teetotal Settlement, showing a balance due to me of 389*l.* 12*s.* 6*d.*, the whole of which has already been advanced to the men, and which I have had to make provision for in the mean time at great inconvenience.

I have never obtained the actual measurement of the road until this morning.

I also enclose a return of crop produced on the clearances during the summer.

I shall have the account of disbursements made up to-day, showing the items of expenditure.

The prices for grubbing and making are those submitted to and approved of by the council at the formation of the settlement.

I have, &c.

Honourable W. F. Odell,  
Provincial Secretary.

(signed) *L. A. Wilmot,*  
Commissioner.

*P.S.*—There are now twenty-five houses erected in the settlement.



152      CORRESPONDENCE RELATIVE TO EMIGRATION.

NEW  
BRUNSWICK.

Executive Government,

To L. A. Wilmot - -		Dr.
		Currency.
To grubbing 940 rods road through Teetotal Settlement, 16 feet wide, at 2s.		£. s. d.
per rod - - - - -		94 - -
Turnpiking and draining the whole distance from the St. Andrew's road		
to end of Settlement, 1,319 rods, at 7s. 6d. - - - - -		494 7 6
Discount on warrant, &c. - - - - -		1 4 11
		589 12 5
Cr.		
By sundry warrants - - - - -		200 - -
		£. 389 12 6

Fredericton, 2 November 1842.

L. A. Wilmot, of Fredericton, Esq., maketh oath and saith, that the above account is just and true, to the best of his knowledge and belief.

Sworn the 2d day of November 1842, before

(signed)      T. A. Robertson, Justice Peace.

RETURN OF CROP, TEETOTAL SETTLEMENT, 1842.

NAMES.				Bushels Potatoes.	Stooks or Bushels Oats.	Bushels Turnips.	NAMES.				Bushels Potatoes.	Stooks or Bushels Oats.	Bushels Turnips.
George Wynne	-	-	20	12	—	John M'Curdy	-	-	40	—	—	—	
John O'Brian	-	-	30	—	—	Dan Sullivan	-	-	35	—	—	—	
Dennis Riorden	-	-	40	15	10	Michael O'Brien	-	-	35	—	—	—	
Simon Leary	-	-	15	—	—	John Kingston	-	-	30	—	—	—	
Michael Malney	-	-	50	—	—	James Calley	-	-	30	—	—	—	
Daniel Hurley	-	-	40	10	10	Timothy Daley	-	-	50	6	—	—	
John Maloney	-	-	50	8	10	James Crane	-	-	40	4	—	—	
Dan O'Brian	-	-	54	—	—	Jerry Coughlan	-	-	60	6	—	—	
Owen Smith	-	-	35	6	7	Michael Sullivan	-	-	40	6	—	—	
James Gorman	-	-	52	—	—	John Russell	-	-	50	8	6	—	
James Driscoll	-	-	30	—	—	John Sullivan	-	-	40	—	—	—	
Dan Coughlan	-	-	40	4	6	Jem <sup>y</sup> Daley	-	-	35	—	—	—	
Jerry Crowley	-	-	50	8	6	James Brennen	-	-	55	—	—	—	
Jerry Donavan	-	-	30	—	—	Jenn <sup>y</sup> Carty	-	-	20	—	—	—	
Patrick Ryan	-	-	36	—	—	Dan Donavan	-	-	54	—	—	—	
John Driscoll	-	-	40	—	—	Jerry Leary	-	-	—	—	—	—	
David Scanlin	-	-	50	-	8	James Barrett	-	-	10	—	—	—	
John Barry	-	-	60	-	4	Henry Wynne	-	-	20	—	—	—	
Cornelius M'Donald	-	-	30	—	—	James M'Mahon	-	-	—	—	—	—	
Edward Conners	-	-	60	-	10								
John Clancy	-	-	35	-	10								
						TOTAL	-	-	1,491	93	87		

2 November 1842.

L. A. Wilmot, Commissioner.

ABSTRACT OF FOREGOING RETURN.

Produce raised by 40 men (with families numbering 160 souls), Potatoes, 1,491 bushels; Oats, 93 bushels; Turnips, 87 bushels.		
Acres cleared for cultivation next year, 200.		
Largest clearance on 100 acres, 9.		
Road opened and made for traffic, 4 miles 39 rods.		
Charge for labour on road, 2s. currency, equal to 1s. 7d.		
sterling per rod, for rooting out trees on a road 16 feet		
wide - - - - -		
Number of rods previously rooted out and not charged - 370		
TOTAL Rods rooted - - - - - 1,319		
Constructing and draining road to connect the settlement with great		
road to St. Andrew's road, 1,319 rods, at 7s. 6d. currency, equal		
to 6s. sterling - - - - -		
TOTAL - - - - - £. 471		

The

## CORRESPONDENCE RELATIVE TO EMIGRATION. 153

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The supplies purchased in the winter of 1841 consisted of pork, fish, flour, potatoes and other articles at the market prices, of the issues of which an account was kept with each settler.

The settlers having contracted collectively to perform the work at the rates specified in the account, the Commissioner has recredited them for the amount of work done, at the contract rate, against the supplies advanced to them for subsistence and aid, in planting their lands with potatoes, oats and turnips.

Due to Government from 40 settlers, purchasing 50 acres each, at 2 s. 8 d. sterling per acre, including survey, 266 l. 13 s. 4 d.

- |  |        |             |
|--|--------|-------------|
| 1. Value of 200 acres cleared land, at 4 l. sterling per acre - - -  | £. 800 | } £. 1,300. |
| 2. Value of 25 houses built, 20 l. sterling each, not including camp-houses, root-houses or cellars, &c. - - - | £. 500 |             |

Probable value of intermediate Crown allotments reserved in the settlement, 2,000 acres, at 8 s. sterling per acre, 800 l.

The average rates of labour in the present year are reduced nearly one-half from the above rates, at which the road-work was contracted to be performed in 1841; and the price of provisions has been subject to an equivalent reduction.

## Enclosure 2, in No. 13.

## REPORT.

(No. 103.)

To his Excellency Sir William M<sup>r</sup> Bean George Colebrooke, к.н., Lieutenant-governor and Commander-in-Chief of the Province of New Brunswick.

May it please your Excellency,

In compliance with your Excellency's instructions, I have visited the settlement now opening by the Mechanics' and other associations situated between the sources of the Kennebecasis and Pollet river, and the old road between St. John and Shepody, in the county of King's and Westmorland. The greatest number of the persons forming these associations are mechanics of St. John, among whom there is a part of the natives of the above counties, who I had encouraged to go into the woods on account of their knowledge of clearing wild lands, which knowledge will be communicated to settlers from the city. Encl. 2, in No. 13.

About 350 lots, each of 100 acres (to be subdivided), have already been surveyed on one tract, and the settlement will be about 12 miles long and six miles broad.

The land in general is of a good quality, and is covered with beech, birch and other kinds of hard wood, among which is the sugar maple, a tree of much value to the new settler. The tract contains but little pine, and not more spruce or fir than will be required for the use of the settlement. The streams passing through the land offer good sites for mills.

Roads have been reserved between every alternate range of lots, and also a sufficient number of cross roads to secure free communication when the tract became strictly inhabited.

A road has been laid out to the middle of the settlement, and I have been able to procure as much labour by subscription as will render it passable for the settlers to carry in their provisions and other supplies during the winter.

It is very desirable that a road should be made from the settlement to the Shepody road (five miles), and to the Bay of Fundy (20 miles). The distance to the Shepody road will be only six miles, and to the Bay of Fundy the distance is 15 miles.

These roads will allow the settlers to procure fish at a cheap rate in the summer season.

Already a number of persons have commenced making clearances, erecting log-houses, &c., and the settlers are advancing daily to the place of their future labour. The number of persons desirous of taking up land in this settlement is about 200.

The most serious difficulty had been likely to arise from the great number of squatters who had settled upon ungranted lands, a list of which, with brief notes, is appended to this report. A number of these had cleared lands, built houses, and made themselves comfortable; others have only felled and burnt from one acre to four acres, and a few had expected to hold occupation by cutting down a few trees, after an order had been issued to survey the whole tract.

Under a consideration of these circumstances, it was deemed advisable to allow such persons to join one of the associations. It is desirable that the survey of every tract should be completed before settlers enter upon the lands. Firmness is also required on the part of surveyors, in order that the general good of the whole may not be sacrificed for the benefit of a few. No possession should be given of the reserved lots.

Should the lots sold on credit never be paid for, the increase in the value of the reserved lots by the adjoining clearings, roads, &c. will be more than a four-fold compensation to the Government for all the lands thus disposed of.

When any body of emigrants, or persons from the towns, associate to open a new settlement, jealousies immediately arise between them and among the inhabitants near the districts selected



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selected for settlement. To remove this evil, encouragement should be given to the young men of the province to mix with the strangers, and this will prove a certain and an effectual remedy. The labours of an efficient and zealous emigrant agent or commissioner are, in my opinion, highly necessary in the opening of new settlements in the province.

A plan of the settlement, with another report, will be laid before his Excellency as soon as the surveys are completed.

Sussex, King's County, 27 October 1842.

I have, &c.  
(signed) *A. Gesner.*

MEMORANDUM of Persons settled on ungranted Lands near Salmon River, Pollet River, and West Branch of the Kennebecasis.

John Walter cleared half an acre in June last; has an order of survey; the lot is in Mr. Wilmot's survey, and is chosen by Mr. Storms.

William Taylor has cleared one acre.

John Martin has cleared two acres near Pollet Lake.

Edward Haley, a pensioner, has cleared 10 acres and built a house; he purchased his improvements from one Malone for 10*l*.

George Sprague and John Sprague cut three acres, on Nos. 4 and 5 of Mr. Wilmot's survey in June last; the lots are chosen by Messrs. Storms, of the Mechanics' Association.

Morton M'Loud, and others, had lots surveyed by Deputy Arnold, crossing Cunningham's survey, after the land had been selected by persons belonging to the association; they have taken possession.

Samuel Cleaveland has cleared two acres near Pollet Lake.

James Le Babcock has cleared 20 acres; has a house and barn; has been on the Crown land two years.

John Gordon has cleared two acres.

Robert Workman has cleared four acres, and built a house.

— Cook has cut two acres.

William Hawks has cut half an acre.

James Hawks has cut 10 acres.

John Corrigan has made a small clearing.

Eastman Neckinson has cleared five acres, and built a house.

Patrick Swift has cleared two acres.

Owen O'Brien has cleared four acres, and is building a house.

Humphrey Howard has a clearing.

Howard & Sons occupy 700 acres of ungranted lands.

Francis Gallagher has a clearing.

Edward Owens has a clearing.

John Huggins has a clearing.

Robert M'Lean has a clearing.

John Hall has a clearing.

The above squatters are settled within an area of 10 square miles.

27 October 1842.

(signed) *A. Gesner.*

—No. 14.—

(No. 114.)

COPY of a DESPATCH from Lieutenant-governor Sir *W. M. G. Colebrooke* to Lord *Stanley*.

No. 14.  
Sir *W. M. G. Colebrooke* to Lord  
*Stanley*,  
12 December 1842.

Fredericton, New Brunswick,  
12 December 1842.

My Lord,

REFERRING to my despatch (No. 103) of the 14th November, I have the honour to enclose to your Lordship copy of the Regulations passed by me in Council, on the 1st instant, to give effect to the measures which are in progress for the settlement of the Crown lands.

Previous to the adoption of the plan of laying out locations for the settlement of the people together, small allotments of land were applied for by individuals, and the applicant was put into possession on paying a first instalment, and defraying the expenses of a special survey.

In this manner numerous families have settled in the wilderness, who, failing to pay the subsequent instalments, have received no grants; while others, to avoid the first expenses, have taken possession of lands without authority, and formed settlements in situations where they might escape observation. The ill effects arising from the habits thus acquired, and the decline of the revenue from the sale of lands, necessitated a change; and by receiving applications from associated parties for the sale and survey of blocks of land laid out in locations,

locations, a general disposition has been evinced to form such associations, in which men of great respectability have taken a lead.

The expenses attending the surveys of land on this plan have been greatly reduced, and the funds of the settlers, formerly absorbed in defraying these charges, are now applicable to the improvement of the farms, or the purchase of additional land, by redeeming the bonds on the credit purchases, which credit purchases are limited to 50 acres.

I transmit, also, some extracts from a Report of Dr. Gesner, the provincial geologist, in which he has pointed out the situations of extensive tracts of valuable lands, which are open to settlement in all parts of the province.

The upset price at which it has been usual, of late, to offer the public lands for sale, will readily admit of being raised to the average rate at which private lands are disposed of in the same situations; and if the Assembly should concur in the application of a part of the land revenue to the opening of roads, which are essential to the occupation of the country, capital may be expected to be invested in the purchase of lands, by which that revenue will be considerably augmented. What proportion may admit of being so applied, I am unable at present to anticipate; but the application to such objects of the capital thus invested, and especially in connexion with the new settlements which are forming, will operate as a powerful incentive to the improvement of the country; and if the expenses of the Government could be otherwise provided for, and without drawing on this fund, I should consider such an application of it to be equally just and legitimate.

To whatever amount this revenue may be increased, the circumstances of the province altogether preclude the application of the principle of applying any part of it to the purpose of promoting the introduction even of such settlers as it is desirable to encourage, and the limited credit given to such settlers in the purchase of their first allotments can hold out no inducements to emigrants who are destitute of the funds necessary to maintain themselves in the wilderness, until their lands can be rendered productive for their support. Those who possess resources for their maintenance during the first year willingly apply their labour to the opening of such roads as are necessary to connect their locations with the sea-coast and the rivers and principal highways—a neglect of which has so much retarded the settlement of the country; and it is only after the work has been executed in a proper manner that a regulated remission would be made (in consideration of it) of a part of the purchase-money for their lands.

The circumstances which have led to so rapid a rise in the value of wild lands in Australia and New Zealand, as stated in the Land and Emigration Commissioners' Report of the 30th July last (pages 7 and 10), through the speculations of capitalists in England, do not apply in this province, where the only capital now available for the purchase of lands is derived from the savings of the industrial classes, who, in the present dearth of employment, are unable to find occupation in the practice of their trades.

The high prices, however, ordinarily paid for land in favourable situations, especially of the alluvial lands along the banks of rivers, called *intervale*, indicate that the introduction of capital would lead to a considerable and even rapid rise in the value of the Crown domains, there being still much land of superior quality at the disposal of the Government. The average price of lands, as quoted in the Commissioners' Report (page 11), of 2s. 5d. per acre, is merely nominal. This conventional rate was generally adopted under the Act commonly called the Restraining Act, which expired in the last year, and the distresses of the province since the lands have been sold at public auction have checked the competition which may be expected to arise, and which I am desirous of encouraging.

I have, &c.

(signed) W. M. G. Colebrooke.

P. S.—I enclose a Return of the parties now forming settlements under the Regulations I have alluded to.

W. M. G. C.

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Not received with  
this despatch.



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Enclosure 1, in No. 14.

Encl. 1, in No. 14. REGULATIONS for the Disposal of Crown Lands. By Order of his Excellency the Lieutenant-governor in Council, 1 December 1842.

- 1st. No land to be sold, unless in locations previously surveyed under the directions of the Government.
- 2d. Purchases of lots of 50 acres and under (not being indebted to the Crown for any land previously purchased) may be allowed to claim credit for the purchase-money, upon giving bonds to the Crown, payable with interest annually in advance, at the rate of six per cent., and paying the first year's interest at the time of sale; upon executing which bond a grant to be passed to the purchaser.
- 3d. In default of regular payment of the interest annually, when due, or under other circumstances injurious to the effective settlement of the land, the bonds will be put in suit.
- 4th. Persons purchasing more than 50 acres must pay the whole amount of the purchase-money down at the time of sale, it being clearly understood that the 50 acres is the limit of the Government credit to any individual settler.
- 5th. Persons who have occupied and improved, without title or permission, portions of Crown land included within any surveyed location, are not to expect any compensation or consideration for such improvements; but if they become purchasers of such portion, they may have credit for the purchase-money to the extent of 50 acres, in common with other settlers, and receive titles on executing bonds, and paying interest as aforesaid.
- 6th. Reserves to be made in every location of lines of roads and allotments for schools and places of worship; which reserves will not be allowed to be broken or sold.
- Notice to be given at the time of advertising lands for sale, and also at the time of sale.
- It is to be clearly understood that no grant will be passed until the interest for one year upon the purchase-money is paid, and the bond for the purchase-money has been duly executed and delivered; and that the bonds will be peremptorily enforced against any purchaser who may neglect to clear and settle the land (which is a security for the debt), or who shall be found cutting off and disposing of the timber, without making efficient settlement.

Enclosure 2, in No. 14.

Encl. 2, in No. 14. Sir, Crown Land Office, 13 Dec. 1842.  
I HAVE the honour herewith to transmit, agreeably to your Excellency's commands, a schedule of applications for land under the association system, with such remarks as the nature of each case might appear to me to require.

I have, &c.  
(signed) Thomas Baillie,  
Surveyor-gen.  
His Excellency  
Lieut.-col. Sir W. M. G. Colebrooke, K. H.  
&c. &c. &c.

RETURN of the Number of PERSONS who have formed themselves into ASSOCIATIONS, and applied to purchase CROWN LAND for SETTLEMENT, under the CREDIT SYSTEM, during the Year 1842.

No.	First Name in the Association.	Number of Persons, Heads of Famies.	SITUATION.	COUNTY.	REMARKS.
1	Edward Armstrong	19	- - South Branch, Sussex.	King's - -	Survey in progress.
2	Walter Caverhill -	24	Nackawicac River -	York - -	Surveys in progress.
3	James Clark - -	20	- - Eel River, Max- well Settlement.	- - Carleton and York.	-- Extensive improve- ments already made.
4	Robert Crawford -	12	Shepody Road -	King's - -	Survey in progress.
5	Samuel Corbett -	26	Clones Settlement	Queen's - -	- - Surveyed, and improvement com- menced.
6	Timothy Corbet -	21	Newbury Settlement	Carleton -	- - Surveyed, and ex- tensive clearances already made.
7	John Costigan -	67	Grand Falls - -	- ditto -	Survey completed.

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No.	First Name in the Association.	Number of Persons, Heads of Families.	SITUATION.	COUNTY.	REMARKS.
8	David Collins -	211	-- Mechanics' Settlement.	-- Westmorland and King's.	-- Nearly 500 lots of 100 acres each; surveyed, and extensive preparations made for settlement by mechanics of St. John.
9	Robert Fulton -	15	- - Presqu'ile and Green Settlements.	Carleton -	Surveys in progress.
10	Archibald Ferguson	32	Bass River - -	Gloucester -	Survey in progress.
11	Isaac T. French -	158	Douglas Valley -	Queen's -	Surveys in progress.
12	Solomon Good -	33	Big Presqu'ile -	Carleton -	-- Survey completed, and preparations made for improvement.
13	James Hines -	131	-- East Side, Nashwalk.	York -	Survey completed.
14	Joel Ellis -	11	Cold Stream - -	Carleton -	-- Surveyed, and extensive improvements made.
15	Francis Hanna -	14	Salmon River -	King's -	Survey in progress.
16	Ezekiel Jordan -	23	Victoria Settlement	-- Sunbury and Queen's.	Survey completed.
17	William Kirkup -	19	Washademoac River	Queen's -	-- Land previously surveyed.
18	Elim Lawson -	219	Douglas Valley -	- ditto -	Surveys in progress.
19	Samuel Mills -	40	- ditto - -	- ditto -	- - ditto.
20	Peter Madden -	42	Teetotal Settlement	York -	-- Surveyed, and very extensive improvements already made.
21	Arthur Monaghan -	30	Williamston - -	Carleton -	-- Survey completed, and preparations made for improvement.
22	John M'Ewin -	20	Trout Creek - -	King's -	Previously surveyed.
23	William M'Grath	197	Saint Martin's -	Saint John -	-- Survey completed of 300 lots, of 100 acres each.
24	Roderick M'Leod	33	Maxwell Settlement	Carleton -	Survey completed.
25	John M'Lardy -	41	Friendship Hill -	Queen's -	-- Survey completed, and improvements commenced.
26	John Nesbit -	25	-- Little Digdeguash River.	York -	Survey in progress.
27	Joel Perkins -	31	Portage Settlement	Carleton -	-- Surveyed, and extensive clearances already made.
28	Thomas Shannon -	7	Canoose River -	Charlotte -	Survey in progress.
29	John Youngclause	25	Magaguadavic River	Charlotte -	- - Surveyed, and improvements commenced.
30	Charles Commeau -	26	Tattigouche River -	Gloucester -	- - Surveys in progress; large improvements made.
31	Edward Hodnett -	29	Tattigouche River -	Gloucester -	- - Surveys in progress; large improvements made.
32	Garret Moore -	35	Lyon Stream -	York -	Survey completed.
33	John Prior -	10	- - Big Presqu'ile Settlement.	Carleton -	- - Surveyed, and several large improvements made.



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No.	First Name in the Association.	Number of Persons, Heads of Families.	SITUATION.	COUNTY.	REMARKS.
34	James Moody -	10	Garden's Creek -	York -	- - Surveyed, and improvements com- menced.
35	John J. Hogan -	16	Nerepis Road -	Sunbury -	Survey completed.
36	Michael Tidd -	10	Howard Settlement	York -	- - Vacant, not yet surveyed; good land.
37	James Dunlap -	37	Rockwell Stream -	Sunbury -	- - Vacant, not yet surveyed.
		1,697			

Crown Land Office, }  
13 December 1842. } Thomas Baillic, Surveyor-gen.

N.B.—Assuming an average of five persons to each family, the number of persons connected with these settlements would be upwards of 8,000.

—No. 15.—

(No. 130.)  
COPY of a DESPATCH from Lord Stanley to Lieutenant-governor  
Sir W. M. G. Colebrooke.

No. 15.  
Lord Stanley to  
Sir W. M. G. Cole-  
brooke,  
3 February 1843.

No. 39, 2 March  
1842.  
No. 66, 31 May  
1842.

For Lord Stanley's  
Despatches, 2 Mar.  
and 31 May 1842,  
*vide* Corres-  
pondence relating  
to Emigration,  
ordered by the  
House of Commons  
to be printed,  
7 June 1842,  
No. 34, pages 325  
and 333.

Sir, Downing-street, 3 February 1843.

I HAVE the honour to acknowledge the receipt of your despatches (No. 89) of the 27th September and (No. 103) of the 14th November last; in the former of which you state that a fresh body of unemployed mechanics, belonging to the city of St. John's, had obtained assignments of land under the arrangements adopted at the close of 1841, for the settlement of the Crown lands; and, in the second, you report the progress which has been made in one of the settlements previously formed, and advance arguments in favour of the continuance of the system.

In my despatches of the dates noted in the margin, I pointed out the objections entertained to the measures suggested by you for encouraging the location on the waste lands of persons of the labouring classes; and I was led to believe that the intention had been abandoned, from the remark contained in your despatch of the 30th April last, that it was unnecessary to discuss the subject any further, as, "in the present state of the public finances, no prospect could be held out of promoting the settlement of the province on this plan." It was therefore not without considerable surprise that I learned from your present despatches, not only that the scheme is still in operation, but that the local Government affords the utmost encouragement to its extension throughout the province, with this modification, however, that it no longer forms part of the plan to make loans to the settlers from the public funds.

Before proceeding further, I would wish to offer a few remarks on what is stated to be the result of the first experiment made on the original plan, as you refer to it in proof of the successful operation of the system. The settlement was composed of 40 men, numbering with their families 160 souls; and, at the end of 12 months from taking possession of their land, they appear to have raised a certain amount of potatoes, oats and turnips, and to have cleared 200 acres for cultivation next year. They have also erected 25 houses, and opened a road of rather more than four miles in length. So far the experiment would appear successful. But, on the other hand, not to mention the alienation of 2,000 acres of public land, for which, it is probable, no price will ever be paid, the charge made on the executive Government by Mr. Wilmot, the Commissioner for this settlement, amounts to 589*l.* 12*s.* 5*d.*, the greater part of which sum he had, at great inconvenience to himself, advanced from private sources. I conclude, of course, that funds exist for his repayment; but, I confess, I cannot look without great apprehension upon the continuance and general extension of any system which can, even remotely or indirectly, involve the Government in responsibility for the expenses and risk of forming settlements in the wilderness.

An essential difference doubtless exists between the plan now proposed and that previously acted upon, as, by the present scheme, the settlers are to be persons who

who possess the means of supporting themselves through the winter. I observe, however, that the regulations transmitted with your subsequent despatch (No. 114), of the 12th December, do not make any provision for ascertaining, and in fact do not require, that the persons obtaining land under the new system should have the means of supporting themselves in the wilderness. But, even supposing this condition to be insisted upon, I fear the difference between the two plans would prove to be less real than is expected. How the fact of the possession of the requisite means is to be ascertained is not stated; there is, however, reason to believe that any test which might be applied for the purpose would prove fallacious. For example, it is matter of experience that the same property may be passed from one to the other of the applicants, in order to establish their right to land; or individuals may borrow, for the moment, from friends; or the property which they exhibit may be their own at the time, but may be parted with to pay their debts before they leave their present habitations for the settlements.

Independently of this consideration, I fear that, if the local Government offer encouragement to mechanics and artisans to abandon their present trades and callings, and resort to the wilderness for the purpose of clearing and cultivating the land, it will hardly be able to escape from the responsibility of preserving them from destitution, when, from the failure of their own resources, or from sickness, or possibly from their own misconduct, they may become unable to support themselves. This danger, I believe, would be considerable, even in the settlements of moderate extent, which, up to the present time, are reported to have been formed under the more immediate superintendence of the Government, and which, according to the Surveyor-general's report enclosed in your despatch (No. 114), appear already to contain a population of 8,000 souls. The risk would obviously become much greater when the system had gone into operation all over the province, and when it had become generally known in this country and in the adjacent colonies, that land could be obtained in New Brunswick by what would soon be considered as only nominal purchase. As illustrative of the evil consequences of such rumours, I beg to call your attention to the following passage in the General Report furnished by the emigrant agent at St. John's in the course of last summer. It shows how rapidly any supposed advantage offered by a particular colony to settlers is communicated to the poor of this kingdom by interested persons. "To add to the emigrants' distress, they have been, and are, subjected to the most gross and reprehensible delusions by the shipping agents throughout Ireland. They not only induce the poor people to believe that they will get lands here for nothing, but that they will also receive provision for settling on them. The readiness with which the uninstructed receive this flattering, erroneous and cruel encouragement only augments their subsequent disappointment, and the more particularly so, as they are further assured that there is a Government fund provided here to carry them to any part of British North America or elsewhere; and under this delusion there are now really here parties whose destinations were parts of Lower Canada, and as far as Toronto and Dundas in the Upper Country."

The plan of settlement now proposed appears objectionable in another point of view. It proceeds on the principle, its chief recommendation, that assignments of land are to be made to associated bodies of the poor. But in the cases reported in your despatches, (Nos. 89 and 103), the applications for land appear to have been made by some chief person as head of the others; and even when gentlemen interested in the undertaking request the local Government to include other persons in the associations already formed, they think it necessary to state, that the consent of the head of the associates to the application had been previously obtained. Considerable power, therefore, of deciding on whom the favours of the local Government should be bestowed would thus appear to be thrown into the hands of individuals of the working class, and it is not improbable that, in the course of time, a desire to traffic in such power might arise and be acted upon. Again, if bodies of poor people associate together for the purpose of obtaining land, and acting with the advice and under the superintendence of colonists of a superior class, it is impossible not to feel some apprehension lest the plan, when fully developed, would lead to the abuses which attended the old system of leaders and associates in Canada. Indeed, it seems difficult to conceive that there can be any form in which free or conditional assignments of land could be made to encourage settlement, which has not been tried at various times in different British colonies. The great mistake pervading all attempts of the kind is to suppose either that capital is not necessary to successful colonization,



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tion, or that it can be supplied by the Government. To settle a country with the rapidity desired in New Brunswick, capital and labour must be poured into it simultaneously; and any attempt to force the result by the application of labour alone will end in failure, or else entail indefinite expense.

The truth of this principle, derived not so much from speculative reasoning as from a long course of experience, has come almost to be universally admitted. Practical effect has been long since given to it by the positive instructions which have issued from this department to the various colonial governors, never to alienate the public lands, except by *bonâ fide* sale; and still further, in some cases, by the enactment of laws prescribing the mode of sale to be adopted.

I have thus far stated the grounds on which I should consider the continuance and extension of the present system to be fraught with danger to the real and permanent interests of the province. But a much more serious objection remains, to which I advert with great reluctance. The course which you have pursued is not only in direct violation of the Royal Commission, which enjoins the Governor of New Brunswick to "conform to and observe the provisions in that behalf contained in any Act or Acts made or to be made by the Governor and Council and Assembly," for regulating the sale and settlement of the waste lands, but it is also in violation of the statute law of the province. That law (8 Will. 4, cap. 1, sect. 5.) provides, "That all and every grant, lease or other assurance which, during the continuance of this Act, shall be made or granted by his Majesty, his heirs or successors, of any lands, tenements, rents, woods, mines, royalties, revenues, or other hereditaments" in the colony, "shall be utterly void and of none effect, unless such grant, lease or assurance be made upon sale or rent to the highest bidder at public auction in the province, due notice having been first given thereof in the Royal Gazette." Unless, therefore, some explanation can be afforded, which I have sought in vain to discover, it follows that, in sanctioning a departure from the rules prescribed by the Legislature, you have involved yourself in a heavy responsibility, and have subjected the settlers who have accepted the grants in question to great risk of inconvenience and loss. Entertaining the strong opinions which I do, I cannot authorize you to propose to the Legislature such an alteration of the law as should legalize and extend the system for the future; but I think it due to those who have entered on the cultivation of these lands, on the faith of an undertaking from the Executive, that they should be protected from injury. You will, therefore, take an early opportunity of applying to the Legislature for an Act legalizing what has heretofore been done, and granting an indemnity to those who have acted in violation of the existing law. You will place before the Legislature the grounds on which I entertain very strong doubts as to the policy, and very grave apprehensions for the consequences, of a continuance of such a system; and although, if the Legislature should take a different view, it will be my duty carefully to weigh the reasons which they may assign, and to receive with due respect the expression of their opinions, you will consider yourself as absolutely and positively prohibited from giving any further extension to the system without my express sanction, and from assenting to any Bill which may be passed by the Legislature for its continuance, which shall not contain a clause suspending its operation till Her Majesty's pleasure shall have been signified.

I have, in conclusion, to instruct you to take care that the conditions attached to these grants be most strictly enforced in every instance, and in all particulars; and I should wish to receive from you quarterly Reports of the progress made in their fulfilment.

I have, &c.

(signed) Stanley.

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—No. 16.—

NEW  
BRUNSWICK.

(No. 14.)

COPY of a DESPATCH from Lieutenant-governor Sir *W. M. G. Colebrooke*  
to Lord *Stanley*.Fredericton, New Brunswick,  
27 February 1843.

No. 16,

Sir *W. M. G. Cole-*  
*brooke* to Lord  
*Stanley*,  
27 February 1843.

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's despatch (No. 130), dated 3d February, and to obviate any misconception as to the measures which have been taken for the settlement of wilderness lands in this province, I will briefly recapitulate to your Lordship the facts and circumstances which have attended them.

In my despatch (No. 77), dated the 9th of August, I alluded to the effects of the speculations in land, which had obtained previous to the passing of the Civil List Act in 1837; and in 1838 the Surveyor-general, in a report, pointed out the defects of the system under which lands were then granted, the principal objections to which consisted in the demand of payment for the lands with 14 days after the day of sale, which could not be complied with, and the delay and inconvenience of referring to the Governor in Council every application for the purchase of land. This regulation subsisted under the Act for restraining the operation of the Civil List Act, which authorized the special grant by the Governor in Council of allotments of 100 acres on application to them.

When I assumed the government in 1841, I found this regulation in operation, and the practice had been to assemble the Executive Council monthly for the consideration of all such applications, the expenses of the members residing at a distance being defrayed on such occasions from the gross proceeds of the casual revenue.

The inconvenience of such a system of management, and its effects in leading to detached and desultory settlement in the wilderness, were generally complained of, added to which the expenses attending the special surveys of small allotments constituted an exorbitant charge on the settlers, without any benefit to the revenue.

In the Session of 1839, the Assembly addressed the Lieutenant-governor to obtain an alteration in the regulation, requiring prompt payment for land, and the substitution of a system of payment by instalments; and in the Session of 1841 they again addressed him, praying that lands might be surveyed for settlement in blocks of 2,000 acres each, and subdivisions of 100 acres; premiums at the same time were granted to encourage the formation of emigrant societies in each county. The lands selected and laid out pursuant to this address were not generally taken up, and in September 1841, the Act to restrain the Civil List Act having expired, the provisions of that Act (8 Will. 4, c. 1, s. 5) for the sale of all lands by public auction, for the first time came into force, and it was strictly in conformity to these provisions, and after full consultation with the law officers of the Crown, that the settlements were formed in the winter of 1841-42, under regulations then adopted by the Government.

In the Session of 1842, a Bill was introduced to restrain the Civil List Act, but was finally lost, and no further interference has since been attempted in the Legislature to check the salutary provisions of that Act.

On reference to my despatch (No. 65) of the 28th June 1842, your Lordship will observe it stated, that the "disposal of lands, otherwise than by public sale, has at no time entered into my view for the settlement of the colonies."

The regulations enclosed with my despatch (No. 114) of the 12th December last, are in strict conformity with the law, and I may add my opinion, that no other mode of sale than by public auction ought at any time to be sanctioned.

In the despatch last mentioned, I pointed out that the plan of settlement previously pursued had led to the failure of engagements, and to the extensive occupation of lands without title. I now enclose an estimate of the probable extent and value of the lands thus occupied.

As the squatters naturally select the best lands, they have been found in occupation of allotments in every location which has been surveyed; and as their settlements have in many instances been far advanced, they have availed themselves of the opportunity of purchasing at the auction sales their respective allotments.

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By

No. 1.



NEW  
BRUNSWICK.

By this means I entertain a hope that the facility of acquiring land by purchase will check the practice of squatting hitherto so prevalent, and which has operated so injuriously to the revenue, and to the habits of the people.

In the progress of these measures the Government has merely followed the disposition of the people to acquire lands for settlement, directing the surveys to be made only when the applications were sufficiently numerous to ensure purchases when put up for public sale.

No. 2.

The necessity of opening roads led to advances being made in the winter of 1841 and 1842, in one instance, by petition of the settlers to the Legislature during the Session of 1842; and other petitions presented in the present Session are herewith enclosed. Whether these roads be made by the settlers on grants of money, or by remission of the purchase money on their lands, the necessity of opening them is generally acknowledged, as affording the only means of providing for the settlement of the country; and at the end of the Session I will be prepared to report to your Lordship the views of the Legislature on the subject.

There being no employment at present in the country, and no public works in progress, it would be impossible for any persons not possessed of resources to settle in the wilderness, where for the first year they must be dependent on the supplies of provisions they carry with them. Nor do I conceive that the British emigrants, even if possessed of such resources, would be able, until they have acquired some experience of the country and climate, to encounter the hardships of such a life.

The numbers who have formed associations with this object have possessed this experience, and having no employment, they have necessarily applied the resources they would under any circumstances have exhausted in supporting themselves and families while forming independent settlements in the forest. There they have obtained abundance of fuel during the long winters, which, had they remained in the towns, they must necessarily have purchased. The Government, in seconding the views of these settlers, by surveying the lands and selling them at auction, have doubtless prevented many from exhausting their resources and becoming chargeable, and others from adopting the alternative of emigrating to the United States, from whence, in too many instances, respectable mechanics have returned after spending the money they took with them.

Should employment again present itself, they can readily sell their improvements to emigrants or others, or let their locations upon shares, thus realizing an ample return upon the product of their labour in the value of their cleared lands.

At the same time the Government will have acquired an improved security for the bonds taken for the purchase money of the fifty-acre allotments sold on credit, should it be advisable at any time to enforce those bonds.

As the settlers desire in all cases to purchase a hundred acres, there can be little doubt that efforts will be made to redeem the bonds in the first purchases should they not be redeemed by labour on the roads, and that the settlement of the country will be more advantageously effected under the operation of this system than under the free grants in Canada, which are necessarily withheld as under the instalment system in this province until the conditions may be fulfilled, leaving a large quantity of land occupied for an indefinite time without title, and without any intermediate security to the settler, that he can realize the value of his improvements. The means of support which the settlers in these associated parties possess until they can clear land and raise crops for their subsistence, consisting of their implements, clothing and supplies of pork and biscuit, are their available capital in the undertaking, and if funds should be applied to the object of opening roads in the wilderness, they must be converted into such supplies, either by the employer or by the labourers themselves. That capital may be profitably invested in the construction of roads and other improvements, by which the value of the wilderness lands will progressively be raised, there can be no doubt, and the clearing of the land and the erection of habitations for settlers may, if judiciously executed, make a return to the capitalist; but the application of capital, which in all cases requires experience and vigilant superintendence, will in such operations be more frugally and economically applied by the actual settlers for themselves, than by the agents of capitalists.

In elucidation of this remark I may observe, that in the settlements formed by the New Brunswick Land Company, a large capital has been invested for which no adequate return has hitherto been made, although from the opinion of the  
present

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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present intelligent superintendent, in the report which I enclose, such operations may be profitably undertaken.

NEW  
BRUNSWICK.

Your Lordship has apprehended that the settlements which have been encouraged under the Addresses of the Assembly in 1841 and subsequently, will hold out encouragement to indigent emigrants from the United Kingdom; but as little employment is likely to be available to them in this province, they could not possibly maintain themselves in the wilderness without resources of their own.

No. 3.

The complaint rather is, that many who come out linger about the towns and become chargeable on the inhabitants, or on the rates, rather than seek the employment that offers in the country farms; and even if they possessed the means of supporting themselves in the wilderness, they would be still less disposed of themselves to engage in operations for which they are generally unprepared on their arrival by their previous habits and experience.

From the enclosed abstract of the collections under the Passengers' Act from 1833 to 1842 inclusive, and of payments for the relief of emigrants, your Lordship will perceive that the disbursements have exceeded the sums received; and as the petitions of the Commissioners of the Poor who have dispensed the relief have attracted the attention of the Assembly, I hope it will lead to the passenger duties being applied in future in such a manner as will render the fund available in effecting the settlement of the emigrants rather than in their indiscriminate relief as paupers.

No. 4.

Copies of the petitions from St. Andrew's are herewith enclosed, and as the inducement to indigent emigrants to embark for that port, from the facility of passing into the United States by the bridge over the St. Croix at St. Stephen's, may lead to future embarkations of persons in a destitute condition, I beg to draw your Lordship's attention to the enclosed petition of the Commissioners of the Alms and Workhouse, addressed to myself and to the Legislative Council and Assembly, with the correspondence to which it has given rise.

No. 5.

That a number of poor families should have been sent abroad from any part of the United Kingdom in the destitute condition here described, including aged and infirm persons who are likely to be permanently chargeable, is greatly to be lamented, and especially to a quarter where it was well known that employment could not be held out even to the most effective; and whether their removal may have been effected at the charge of the proprietor on whose estate they resided, or under the 5th section of the Irish Poor Law, it must be regarded as equally objectionable.

Being aware of instances in which infirm emigrants have been returned to Europe at the public charge, I trust it will be apparent to your Lordship that some amendment of this law is required.

In the United States, the emigrants are only permitted to land, on security being given by masters of vessels or others that they will not become chargeable, and as such a provision would be open to objection in a British Colony, the Act which encourages the emigration of paupers should also provide for their proper equipment for the voyage, and for their maintenance in the colony till they can obtain employment.

To counteract the delusions practised upon the poorer classes by interested speculators in the ports of the United Kingdom, means must be taken to diffuse accurate information; in Canada the employment on public works holds out inducements which do not offer in this province, and it would be in the power of the emigrant agents to ascertain when such delusions have been practised, and to advise the emigrants of the prospects that await them.

I enclose herewith copy of the Resolutions of the Assembly of 1839-41; a Return of land surveyed in pursuance of the latter; a letter from Dr. Gesner respecting the settlement of the Mechanics; and a copy of the Regulations of the 1st December, for the sale of the lands at public auction.

No. 6.

No. 7.

No. 8.

No. 9.

I have, &c.

(signed) W. M. G. Colebrooke.



NEW  
BRUNSWICK.

Enclosure 1, in No. 16.

Encl. 1, in No. 16. ESTIMATED State of the CROWN LANDS in *New Brunswick*, which are occupied under incomplete Purchases; under Deposits on Petitions presented to the Lieutenant-governor in Council, or without any Authority by Squatters. January 1843.

Instalments due on purchase of Crown Lands to 31 December 1841, on 596 sales :	£.	£.
95,529 acres, £.11,957. 17. 6., but say - - -	12,000	
Interest per annum, at 6 per cent. - - -	- - -	720
Number of Deposits made by Petitioners for Crown Lands upon which no further action has been had, 1,591, supposed 100 acres each :		
But say in all, 159,000 acres, at 3s. each - -	23,850	
Interest per annum, at 6 per cent. - - -	- - -	1,431
Number of persons supposed to be settled or squatted on Crown Lands without any authority, say 1,600 in the whole province, each claiming 100 acres :		
160,000 acres, at 3s. each - - - - -	24,000	
Interest per annum, at 6 per cent. - - -	- - -	1,440
TOTALS - - - - - £.	59,850	3,591

Enclosure 2, in No. 16.

PETITIONS for LANDS.

Encl. 2, in No. 16. To his Excellency Sir *William M'Bean George Colebrooke*, K.H., Lieutenant-governor and Commander-in-chief of the Province of New Brunswick, &c. &c. &c.; the Honourable Legislative Council; and the Honourable House of Assembly of the same Province, in General Assembly convened.

The Petition of the undersigned Purchasers of Land in the Settlement called the Mechanics' Settlement,

Humbly sheweth,

THAT your Petitioners have at considerable expense explored a tract of land in the counties of King's and Westmoreland, and having purchased a number of lots agreeably to the last regulations of the Government, they have commenced making clearances, and the opening such paths as are requisite to convey to the settlement the necessary provisions which at present are carried into the forest on men's shoulders. The whole number of applicants for land in the settlement exceeds one hundred and fifty. The whole district in which your Petitioners' lands are situated is in a wilderness state, and consequently without any roads whatever. In order to open the country where they have begun to clear, ten miles of road are required through the settlement, and twelve miles to the Bay of Fundy, besides cross roads. The opening of these roads will greatly enhance the value of Crown Lands adjoining the settlement, and improve the district.

In consequence of the exertions of your Petitioners, surveys of adjoining lands have been applied for, and there is every prospect of a large parish being formed in the vicinity of their operations.

From the present depressed state of business, your Petitioners desire to direct their attention to agriculture in New Brunswick rather than remove to the United States, and being fully aware of the benefits which have arisen from the liberality of the province in opening and improving roads, and in the encouragement offered to new settlers, they feel that in submitting their own claims to the consideration of your Honourable Bodies, they are also seeking the good of the country generally.

The want of the ordinary means of transportation is the chief difficulty the settler upon wild lands has to contend with, and your Petitioners feel assured that the large settlement in which they are engaged must languish unless roads are opened through it.

Your Petitioners therefore pray that your Honourable Bodies will be pleased to grant them a sum of money to assist them in opening roads through the Mechanics' Settlement, or allow them

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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them to apply the purchase-money of the first fifty acres of land to that object under an authorized Commissioner, and in such a manner as may be deemed most meet and expedient.

NEW  
BRUNSWICK.

And your Petitioners, as in duty bound, will ever pray.

St. John's, January 30, 1843.

(39 Signatures.)

To his Excellency Lieutenant-colonel Sir *William M<sup>c</sup>Bean George Colebrooke*, K.H.,  
Lieutenant-governor and Commander-in-chief of the Province of New Brunswick,  
&c. &c. &c.

The Petition of *Bryan M<sup>c</sup>Quaid* and seventeen others,

Humbly sheweth,

THAT some time past they applied for a tract of land for immediate settlement, on the association system, situate in the rear of the Daly Settlement.

When Deputy Janett received orders to survey said land into lots, your Petitioners found that a number of other settlers would have been willing to settle on said lots had there been a road by which to reach them, but none existed from the Neropis road to the lots, a distance of about three miles, so that there was no access to the lots; consequently no other settlers were found who were willing to join in forming the settlement.

Your Petitioners, sooner than the undertaking should fail, formed a design themselves to make the road, and having consulted your Excellency, and receiving encouragement to proceed, they commenced operations, and have actually cut 901 rods of road of 20 feet wide, that being the distance required to each, nearly to the rear of the settlement, thus laying it open to settlers.

Your Petitioners beg further to state that they are poor men, and have been put to considerable expense in obtaining supplies to enable them to cut the said road.

Therefore your Petitioners pray that they may be allowed such compensation as your Excellency may see fit to allow them, and that the same may be placed in account of the land applied for by Petitioners; for since said road has been made, others have come forward and are desirous of settling on said land; the settlement of which will consequently be owing to the exertions of your Petitioners in making the road.

Your Petitioners therefore humbly pray that your Excellency will be pleased to take their case into favourable consideration,

And, as in duty bound, will ever pray.

(signed)

*Bryan M<sup>c</sup>Quaid.*  
*James Baxter.*  
And 15 others.

To his Excellency Sir *William M<sup>c</sup>Bean George Colebrooke*, Lieutenant-governor of the  
Province of New Brunswick, &c. &c. &c.

The Petition of the undersigned Inhabitants of the Parish of Wakefield, in the County  
of Carleton,

Respectfully sheweth,

THAT your Petitioners have located on a tract of land situate in the Williamston Settlement (so called), in the aforesaid parish, surveyed by Deputy Garden upon the application of your Petitioners, who, being without a road, have no suitable mode of ingress and egress to or from the land they are about to occupy and clear; and being desirous of commencing farming operations early in the spring, will labour under serious disadvantage for want thereof.

Your Petitioners, therefore, solicit your Excellency to adopt such measures as may be deemed advisable, to lay out a road from Maclauchlan's clearing to the ninth lot in the said emigrant settlement, and allow your Petitioners to work out the price of their land, or a part thereof, on said road.

And, as in duty bound, will ever pray.

(23 Signatures.)



NEW  
BRUNSWICK.

To his Excellency Sir *William M'Bean George Colebrooke*, К.Н., Lieutenant-governor and Commander-in-chief of the Province of New Brunswick, &c. &c. &c.

The Petition of the undersigned Inhabitants of the Parish of St. James, in the County of Charlotte,

Humbly sheweth,

THAT large tracts of excellent land, amounting to nearly 30,000 acres, are held by the respective proprietors in a wilderness and uncultivated state, in the northern part of the said parish, to the great injury and annoyance of your Petitioners, who are thereby kept at great and inconvenient distances from one another, compelled to make extensive lines of roads through large portions of the said lands, and otherwise subjected to all the privations and peculiar hardships ever attending a scattered population in a wilderness country.

May it therefore please your Excellency and Honors to enact a law, requiring the owners of wild lands, in various parts of the province, either to cultivate or settle the same, or to pay a reasonable annual tax for the benefit of such settlers as are compelled to make roads through such lands, or to grant such other relief as the hardship of the case may demand.

And, as in duty bound, will ever pray.

Signed by      John Arbuckel.  
Alexander Dunn.  
And 209 others.

To his Excellency Sir *William M'Bean George Colebrooke*, К.Н., Lieutenant-governor and Commander-in-chief of the Province of New Brunswick, &c. &c. &c., the Honourable the Legislative Council, and the Honourable the House of Assembly, of the said Province.

The humble Petition of the undersigned Farmers and other Residents of the Parish of Queensbury and its vicinity, in the County of York,

Most respectfully sheweth,

THAT your Petitioners have associated together for the purpose of obtaining vacant Crown lands from Government for immediate settlement. The lands have been recently surveyed, and are situated on the Nackawickac, between the north-east and north-west branches of the said stream, and distant by a road proposed to be made about 14 miles from the river St. John, and about eight miles from the Caverhill settlement. That the line of road to connect the proposed settlement with the main river, at present appearing most eligible to Petitioners, would run from the above proposed settlement, through the Hickey or Southern end of the Campbell settlement, thence join the main river at the upper end of the Nackawickac bridge, and traverse in its course some excellent land for settlement between the proposed new settlement and the Campbell settlement.

That your Petitioners, although possessing the means of support for themselves, while they would be engaged in clearing a sufficiency of land to support them, are, owing to the depression of the trade and the scarcity of money, unable to advance ready money enough to pay Government the purchase money for the land, and therefore respectfully pray your Excellency and Honourable Bodies to grant Petitioners, as a means of paying for said land, permission to cut and work a road from the said proposed new settlement towards the main river, under the supervision of a competent person; and that Petitioners would give bonds conditioned for the faithful performance of the said road work, to the satisfaction of the person appointed to superintend the same; which work, when so done as aforesaid, your Petitioners pray should be credited respectively to Petitioners, at a reasonable rate, towards the purchase money of their land; and that Petitioners would further engage in their bonds to perform the work on the said road in the space of two years from the compliance of your Excellency and Honourable Bodies with the prayer of this their Petition.

Your Petitioners therefore pray your Excellency and Honourable Bodies to take the prayer of Petitioners into your favourable consideration, and grant unto Petitioners such assistance towards the completion of the undertaking which Petitioners are so anxious about, as to you in your wisdom may seem meet.

And your Petitioners, as in duty bound, will ever pray.

(13 Signatures.)

Enclosure

Enclosure 3, in No. 16.

NEW  
BRUNSWICK.

REPORT of *R. Hayne, Esq.*, Commissioner of the New Brunswick and Nova Scotia Land Company.

Encl. 3, in No. 16.

Sir,

Stanley, February 25, 1843.

IN obedience to your Excellency's commands, I beg herewith to forward an Abstract of the Expenditure of the Nova Scotia and New Brunswick Land Company, from the commencement of their operations in 1834, up to the 31st December last.

Your Excellency will perceive, on reference to the accompanying document, that large sums have been expended in the construction of roads, and in clearing land and building habitations for emigrants; with regard to the first item, I beg to mention, as the fruits of experience gained, both to this province and in the Canadas, that in no way can money be more profitably or advantageously laid out than in the construction of good roads, provided they be made to pass through lands well adapted for agricultural purposes.

I am of opinion, too, that money, if prudently and judiciously expended in building log-houses, and clearing a few acres adjoining thereto, and in otherwise preparing for the reception of emigrants having means to carry on their farming operations, would essentially promote the objects and interests of settlers, as by this means emigrants not only avoid the most trying period of a backwoodsman's life, but may be said to be advanced upwards of a twelvemonth in their contemplated labours.

I beg leave most respectfully and deferentially to observe to your Excellency, that I consider the very low price at which Crown lands in this province are offered for sale to be detrimental to the best interests of the country at large, but particularly so to those of a Company whose territory was purchased at a comparatively high rate, and who have made such large sacrifices for its improvement; for land, when thus purchased, is never sufficiently valued for itself, nor is it, under these circumstances, but rarely properly cleared and well cultivated. Again, as intending emigrants are apt to estimate the quality of land by the price at which it is sold, your Excellency will at once perceive how inconsiderable must be the value of land in this province, when compared with New Zealand, the Canadas, South Australia and the United States. Now, reflecting on the geographical position of this province of New Brunswick, on the salubrity of its climate, and on the general good quality of its soil, I am impressed with a firm conviction that, if the price were raised to 7*s.* 6*d.* per acre, cash, or annual payments with interest, or 10*s.* per acre, if settled on and made payable on the terms now adopted by your Excellency, the province land would command attention at home, the tide of emigration would set this way, and capital and intelligence would rapidly flow in.

I have, &c.

To his Excellency  
Sir W. M. G. Colebrooke.  
&c. &c. &c.

(signed) *R. Hayne, Com<sup>r</sup>,*  
New Brunswick and Nova Scotia Land Company.

SUMMARY of the CROPS raised, LAND cleared, &c. by the Settlers on the Lands of the New Brunswick and Nova Scotia Land Company in 1842 and 1841.

	Acres cleared in 1842.	Wheat.	Oats.	Buck Wheat.	Potatoes.	Hay.	Oxen or Steers	Horses.	Cows.	Heifers.	Sheep.	Pigs.	Calves.	As prepared in 1843.	Acres under plough.	Barley.	
Total produce in 1842	291½	611	4,808	1,367	11,610	234	72	38	95	56	181	127	11	470½	24½	26	1,111
Ditto - ditto 1841	131½	121	2,375	653	5,387	287	27	42	73	- -	130	123	- -	29¾	- -	20	1,111
Excess in 1842 - -	160	490	2,433	714	6,223	- -	45	- -	22	56	51	4	11	440¾	24½	26	975

(signed) *R. Hayne, Commissioner,*  
Nova Scotia and New Brunswick Land Company.



NEW  
BRUNSWICK.

ABSTRACT of EXPENDITURE on the LANDS belonging to the *New Brunswick and Nova Scotia* Land Company, from the commencement of their Operations up to the 31st December 1842.

SERVICES.	1834.			1835.			1836.			1837.			1838.			1839.			1840.			1841.			1842.			TOTAL.					
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.						
Roads and bridges - - - -	1,521	3	4	737	19	7	4,877	13	2	409	19	2	38	3	1	44	15	8	230	7	4	-	-	-	252	10	10	8,112	12	2			
Clearing land and surveying - -	319	14	8	411	11	5	2,334	4	10	1,561	10	2	3,821	17	3	131	14	9	65	13	3	44	5	2	188	15	2	8,809	5	8			
Log-houses built for settlers - -	-	-	-	-	-	-	1,399	10	4	302	3	7	103	11	-	179	-	7	-	-	-	-	-	-	-	-	-	1,984	11	6			
Advances made to settlers - - -	-	-	-	-	-	-	2,064	18	11	202	13	11	-	-	-	-	-	-	-	-	-	9	15	-	-	-	-	2,277	7	10			
Buildings in Stanley - - - -	427	10	5	3,594	19	11	6,889	4	7	5,111	8	3	692	2	1	904	11	2	589	14	10	92	12	9	17	16	9	18,330	-	9			
Purchase of property on the S.W. Miramichi	4,843	15	7	5,032	8	2	3,684	1	7	1,443	12	10	239	16	11	19	18	7	2	-	-	-	-	-	-	-	-	15,243	14	3			
Mills at Stanley - - - -	817	4	9	1,077	15	2	1,770	18	3	421	16	7	156	19	2	-	-	-	22	6	5	-	-	-	5	5	-	4,272	15	4			
*Stock, stores, utensils, forage and imported seed, and farming implements - - - }	770	8	4	1,311	16	-	3,225	10	10	7,669	9	7	2,880	19	1	851	17	10	261	17	4	19	19	8	290	13	2	17,353	11	7			
Salaries, law expenses, printing, &c. - -	807	19	11	1,059	11	8	1,084	17	10	1,834	11	10	2,213	4	10	1,382	9	-	1,335	19	3	1,353	4	-	1,237	7	6	12,318	5	3			
Purchase of private farms - - - -	33	3	-	1,193	12	11	119	9	2	125	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,471	5	1			
To make the river Nashwaak navigable - -	-	-	-	-	-	-	360	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	360	-	-				
																												TOTAL - - -			87,533	10	4

N. B.—In addition to the above amount, the whole of the Company's purchase-money, say £.72,358. 17. 9. has been expended in full. The Legislature have made no money grants for improvements on the Company's Territory.

\* The stores, &c. &c., amounting to £.17,353. 11. 7. have been issued for labour. Some importations of seed, &c., not entered herein.

Stanley, 25 February 1843. (signed) R. Hayne, Commissioner, New Brunswick and Nova Scotia Land Company.

CORRESPONDENCE RELATIVE TO EMIGRATION.

169

NEW  
BRUNSWICK.

Enclosure 4, in No. 16.

ABSTRACT of PASSENGER DUTIES collected, and Sums paid for relief of EMIGRANTS, in each year, from the commencement of the Act to this date. Encl. 4, in No. 16.

DUTIES.			Net receipts.			Paid in	EXPENDITURE.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
1833 - - - - -	1,179	1	7						
Received - - -	35	4	2						
				1,143	17	5	1833 - - - - -	250	- -
1834 - - - - -	-	-	-	2,100	14	2	1834 - - - - -	920	15 8
1835 - - - - -	712	15	10						
Returned - - -	153	7	6				1835 - - - - -	1,225	3 6
				559	8	4			
1836 - - - - -	1,762	19	7						
Returned - - -	95	4	2				1836 - - - - -	853	16 2
				1,667	15	5			
1837 - - - - -	2,310	6	5						
Returned - - -	117	9	2				1837 - - - - -	3,258	16 -
				2,192	17	3	1838 - - - - -	3,472	16 2
1838 - - - - -	-	-	-	262	18	4			
							1839 - - - - -	1,395	6 5
1839 - - - - -	-	-	-	792	18	8			
1840 - - - - -	1,942	14	-						
Returned - - -	90	-	10						
				1,852	13	2	1840 - - - - -	£. s. d.	
1841 - - - - -	1,764	8	10				Do. charged to ordi-	369	13 10
Returned - - -	235	9	8				nary revenue -	1,684	5 8
				1,528	18	2	1841 - - - - -	2,567	15 11
1842 - - - - -	1,938	12	10						
Returned - - -	142	9	2				1842 - - - - -	3,221	10 4
				1,796	3	8			
							Applied for as expended in 1842	2,447	8 10

Frederickton, 18 February 1843. (signed) B. Robinson, O. T.

Enclosure 5, in No. 16.

PETITION from COMMISSIONERS of ALMSHOUSE of ST. ANDREWS.

To his Excellency Lieutenant-Colonel Sir William M<sup>re</sup> Bean George Colebrooke, K. H., Encl. 5, in No. 16.  
Lieutenant-Governor of the Province of New Brunswick, &c. &c. &c.

The Petition of J. W. Chandler, Peter Smith, Thomas Berry, Thomas Sime and John Parkinson, Commissioners of the Alms and Workhouse, and Overseers of the Poor for the parish of St. Andrews, in the county of Charlotte.

Humbly sheweth,

THAT by the accompanying accounts it will be seen that for the support of emigrant poor, and other necessary outlays advanced on their behalf, from the 11th day of January 1842, to the 10th day of January instant, both days inclusive, your petitioners have expended the sum of 635*l.* 12*s.* 10*d.*

That a large portion of these emigrants were passengers in vessels which arrived during the season, and became chargeable to the parish in consequence of illness and indigent circumstances; and that of those who came by one vessel from Ireland, in the month of June last, were upwards of 40 individuals whose passages were defrayed by an extensive landholder (to get quit of them off his estate), and landed here in a state of absolute pauperism, the major part without clothing of any kind suitable for the climate, and the whole destitute of both money and food. The immediate consequence was that they became chargeable to the parish; and your Excellency will see, upon reference to our list from the 23d day of June onwards, the names and numbers of those admitted into the poor-house; and three distinct families, of the name of —, compose 20 members thereof. Your petitioners are convinced that, in the charge per week, they do not exceed the sum which it has cost to maintain each person; and therefore humbly pray that your Excellency would be pleased to take the premises into your favourable consideration, and grant them the sum of 635*l.* 12*s.* 10*d.* to reimburse them for their expenditure.

And as in duty bound will ever pray.

(signed) J. W. Chandler. Tho<sup>s</sup> Sime.  
Peter Smith. John Parkinson.  
Tho<sup>s</sup> Berry.

St. Andrews, N. B.  
January 26, 1843.



170 CORRESPONDENCE RELATIVE TO EMIGRATION.

NEW  
BRUNSWICK.

The Parish of *St. Andrews* to *W. C. M'Stay* Dr.  
1843: Jan. 10.  
For attendance on and medicine supplies to emigrant poor from }  
11 January 1842 to date - - - - - } £. 71 4 1

Before me, John M. Lachlan, Esq., one of Her Majesty's Justices of the Peace for the county of Charlotte, personally appeared Wm. C. M'Stay, above named, and made oath, that the foregoing account, amounting to 71 l. 4 s. 1 d., is just and true according to the best of his knowledge and belief.

Sworn on this 14th day of January 1843,  
*J. M. Lachlan, J. P.*  
*W. C. M'Stay.*

The Province of *New Brunswick* to the Parish of *St. Andrews*, for SUPPORT of EMIGRANT POOR from 11th January 1842, to 10th January 1843.

Names of Emigrants.	Commencement of Charge.	Termination of Charge.	From whence arrived.	Time in Weeks and Days.		Remaining chargeable 11th January 1843.
				Personal.	Total.	
	1842 : 11 Jan. -	1842 : 5 July -	St. John - -	25 1	50 2	
	11 " -	5 " -	" - -	25 1		
	11 " -	12 Jan. -	" - -	- 2		
	11 " -	26 Sept. -	" - -	37 -		
	11 " -	26 " -	" - -	37 -	74 2	
	11 " -	18 July -	" - -	- - -	27 -	
	11 " -	26 " -	" - -	28 1	56 2	
	11 " -	26 " -	" - -	28 1		
	11 " -	12 Dec. -	" - -	48 -		
	11 " -	12 " -	" - -	48 -		
	11 " -	12 " -	" - -	48 -	240 -	
	11 " -	12 " -	" - -	48 -		
	11 " -	12 " -	" - -	48 -		
	11 " -	12 " -	" - -	48 -		
	11 " -	8 June -	" - -	21 2	106 3	
	11 " -	8 " -	" - -	21 2		
	11 " -	8 " -	" - -	21 2		
	11 " -	8 " -	" - -	21 2		
	20 " -	18 July -	" - -	- - -	25 2	
	7 Feb. -	3 May -	" - -	- - -	12 2	
	4 April -	23 " -	" - -	- - -	7 1	
	18 " -	9 " -	" - -	- - -	3 1	
	16 " -	20 Sept. -	" - -	- - -	23 3	
	24 May -	23 June -	" - -	4 3	13 2	
	24 " -	23 " -	" - -	4 3		
	24 " -	23 " -	" - -	4 3		
	6 June -	19 Sept. -	Cork - -	- - -	15 1	
	8 " -	21 July -	St. John - -	6 2	18 6	
	8 " -	21 " -	" - -	6 2		
	8 " -	21 " -	" - -	6 2		
	15 " -	10 " -	" - -	3 5		
	15 " -	10 " -	" - -	3 5	7 3	
	15 " -	22 June -	- - -	1 1	2 2	
	15 " -	22 " -	- - -	1 1		
	23 " -	remains -	Cork, "Eliza Ann"	28 6		
	23 " -	- " -	" - -	28 6		
	23 " -	- " -	" - -	28 6	- - -	
	23 " -	10 Sept. -	" - -	11 3	- - -	
	23 " -	remains -	" - -	28 6	- - -	
	23 " -	- " -	" - -	28 6	- - -	
	24 " -	21 July -	" - -	4 -	155 5	
	24 " -	21 " -	" - -	4 -		
	24 " -	21 " -	" - -	4 -		
	- - -	21 " -	" - -	4 -		

CORRESPONDENCE RELATIVE TO EMIGRATION. 171

NEW  
BRUNSWICK.

Name of Emigrants.	Commencement of Charge.	Termination of Charge.	From whence arrived.	Time in Weeks and Days.		Remaining chargeable 11th January 1843.
				Personal.	Total.	
—	1842 : 24 June -	1842 : remains -	Cork - -	28 5	- -	—
—	24 " -	- " -	" - -	28 5	- -	—
—	24 " -	- " -	" - -	28 5	- -	—
—	24 " -	- " -	" - -	28 5	- -	—
					114 6	
—	25 " -	28 June -	" - -	- 4		
—	25 " -	28 Sept. -	" - -	11 1		
—	25 " -	10 " -	" - -	11 1		
—	25 " -	28 June -	" - -	- 2		
—	27 " -	remains -	" "E. Ann"	28 2	- -	—
—	27 " -	- " -	" - -	28 2	- -	—
—	27 " -	- " -	" - -	28 2	- -	—
—	27 " -	- " -	" - -	28 2	- -	—
—	27 " -	- " -	" - -	28 2	- -	—
—	27 " -	- " -	" - -	28 -	- -	—
—	27 " -	- " -	" - -	28 2	- -	—
—	27 " -	- " -	" - -	28 2	- -	—
—	27 " -	30 June -	" - -	- 4		
—	27 " -	30 " -	" - -	- 4		
					250 4	
—	27 " -	12 July -	" - -	2 2		
—	27 " -	12 " -	" - -	2 2		
					4 4	
—	28 " -	1 Aug. -	" - -	5 -		
—	28 " -	11 Sept. -	" - -	10 6		
					15 6	
—	29 " -	10 Oct. -	" - -	14 6		
—	29 " -	10 " -	" - -	14 6		
—	29 " -	10 " -	" - -	14 6		
—	29 " -	10 " -	" - -	14 6		
—	29 " -	10 " -	" - -	14 6		
					74 2	
—	6 July -	18 July -	St. John - -	- - -	1 6	
—	9 " -	remains -	" - -	26 4	- -	—
—	9 " -	- " -	" - -	26 4	- -	—
—	9 " -	- " -	" - -	26 4	- -	—
—	9 " -	- " -	" - -	26 4	- -	—
					106 2	
—	13 " -	26 Sept. -	" - -	- - -	10 6	
—	2 Aug. -	remains -	" - -	23 1	- -	—
—	19 July -	2 Aug. -	" - -	2 1		
					25 2	
—	26 Aug. -	10 Oct. -	" - -	6 4		
—	26 " -	remains -	" - -	19 5	- -	—
—	26 " -	- " -	" - -	19 5	- -	—
					46 -	
—	6 Sept. -	4 Nov. -	" "Volant"	8 4		
—	6 " -	4 " -	" - -	8 4		
—	6 " -	4 " -	" - -	8 4		
					25 5	
—	6 " -	9 Dec. -	" - -	13 4		
—	6 " -	9 " -	" - -	13 4		
—	6 " -	9 " -	" - -	13 4		
—	6 " -	9 " -	" - -	13 4		
					54 2	
—	9 " -	remains -	" - -	- - -	17 5	—
—	9 " -	- " -	" - -	- - -	10 -	—
—	18 Nov. -	9 Dec. -	" - -	- - -	3 1	—
—	15 " -	remains -	" - -	- - -	3 6	—
AMOUNT of Time in Weeks and Days - - -					1,619 3	

(signed) J. W. Chandler,  
Peter Smith,  
Thos. Berry,  
Thos. Sime,  
John Parkinson, } Commissioners.



NEW  
BRUNSWICK.

To his Excellency Lieutenant-Colonel Sir *William M<sup>c</sup>Bean George Colebrooke*, K. H.,  
Lieutenant-Governor of the Province of New Brunswick.

The Petition of *J. W. Chandler, Peter Smith, Thomas Berry, Thomas Sime* and  
*John Parkinson*, Commissioners of the St. Andrews Alms-house, and Overseers of  
the Poor for the Parish of St. Andrews.

Humbly sheweth,

THAT in the petition already submitted to your Excellency, your subscribers have only  
claimed as remuneration for the support of emigrants therein named, who had been resident  
in the St. Andrews Alms-house but one year immediately preceding the date opposite  
their respective names, this course having been pursued in consequence of information that  
one branch of the Legislature has passed a resolution that no relief should be granted for  
the support of emigrants who had resided in the St. Andrews Alms-house more than one  
year prior to the time of petitioning your Excellency for a remuneration for their support.

That the subjoined list contains a just and true account of the names of emigrants who  
have resided in the St. Andrews Alms-house for more than one year preceding the period of  
this application, and the number of weeks board with the clothing furnished to each of them  
respectively.

That these persons have been and are now (with the exception of — and —, who are discharged) (and probably will continue during their lives to be supported in the  
said alms-house, as they are all either infirm or aged.

Your petitioners therefore respectfully request that your Excellency will be pleased to  
grant them the sum of 86*l.* 4*s.* 5*d.*, to reimburse them for the outlay made upon the grounds  
above stated.

And as in duty bound will ever pray,

(signed) *J. W. Chandler.* *Thomas Sime.*  
*Peter Smith.* *John Parkinson.*  
*Thomas Berry.*

St. Andrews, N. B., 27 Jan. 1843.

The Province of *New Brunswick* to the Parish of *St. Andrews*, for the SUPPORT of EMIGRANT  
Poor, from 11th January 1842 to 10th January 1843, inclusive.

Names of Emigrants.	When Chargeable.	When Discharged.	Time in Weeks and Days.		Remaining 10th January 1843
			Personal.	Total.	
—	1842 :	1842 :			
—	11 Jan. -	- -	- -	52 -	—
—	11 „ -	- -	- -	52 -	—
—	11 „ -	- -	- -	52 -	—
—	11 „ -	1 May -	- -	15 6	—
—	11 „ -	27 Sept. -	- -	37 1	—
—	6 July -	- -	26 6	- -	—
—	6 „ -	- -	26 6	- -	—
—				53 5	
—	13 Dec. -	- -	4 1	- -	—
—	13 „ -	- -	4 1	- -	—
—	13 „ -	- -	4 1	- -	—
—	13 „ -	- -	4 1	- -	—
—	13 „ -	- -	4 1	- -	—
				20 5	
			TOTAL Time - - -	283 3	

ACCOUNT.

For maintenance of the above-named emigrants with the alms-house,	
283 weeks and 3 days at 5 <i>s.</i>	£.70 17 2
Amount expended in clothing the same	- 15 7 3
	£.86 4 5

(signed) *J. W. Chandler.*  
*P. Smith.*  
*Thos. Berry.*  
*Thos. Sime.*

Before me, *William Babcock*, Esq., one of Her Majesty's Justices of the Peace for the  
county of Charlotte, personally appeared the above-named overseers of the poor for the  
parish of St. Andrews, and made oath, that the foregoing account is just and true to the  
best of their knowledge and belief.

St. Andrews, N. B., 27 Jan. 1843.

*W<sup>m</sup> Babcock*, J. P.

Sir,

## CORRESPONDENCE RELATIVE TO EMIGRATION. 173

Sir,

St. Andrews, 15 February 1843.

NEW  
BRUNSWICK.

To yours of the 8th instant, requesting, for his Excellency's information, to be supplied with the names of the vessels which brought the emigrants to St. Andrews, as mentioned in our late petition, and also the name and residence of the extensive landholder who sent so many of them out from off his estate, we beg to give the necessary information:—

- 1st.—Ship "Pallas," from Cork.
- 2d.—Brig "Eliza Ann," ditto.
- 3d.—Brig "Volant," from Jamaica.

The full particulars respecting whose arrival, and the number of emigrants in those from Ireland, may be more fully obtained upon inspecting the returns made to Fredericton, by D. Jack, Esq., deputy-treasurer of this town, who is also the acting emigrant agent so styled.

The greatest number of emigrants who became chargeable upon the parish of St. Andrews, last summer, arrived in the "Eliza Ann," among whom were those sent out by the extensive landowner; a statement of which case is detailed in full by the deposition of one of the passengers, — taken under oath, and attested to before one of our local magistrates, hereunto annexed, to which please refer.

We have, &amp;c.

Hon. W. F. Odell,  
&c. &c. &c.(signed) *Peter Smith,*  
*John Parkinson,*

Overseers of the Poor at present only in St. Andrews.

THE DEPOSITION of —, an Irish Emigrant, at present residing in the Alms-house of St. Andrews.

I, —, am a native of the county of Cork, Ireland, and for many years, with my family, resided as tenant on the estate of —, in said county, the property of —. That, in the month of March 1842, I and my family, with a number of other tenants, were ejected from our farms by the aforesaid —, on account of non-payment of rents to him; said rents having been duly paid by myself and the other tenants to —, the middle-man (so called), who himself had failed in his payments to the proprietor. Accordingly, therefore, all and every of the tenants, to the number of 43 individuals, including myself, were expelled from our little farms. In consideration of our distress by such ejection, and the more fully to get us out of the country, the said — furnished myself and other tenants, to the number of 43 individuals, with a free passage from Cork to St. Andrews, in the brig "Eliza Ann," and provided us with all necessary food for such voyage. We sailed from Cork in the month of May, and landed here in June of last year; whereupon, having exhausted our provisions, and being otherwise destitute, I, with many more of the said tenants, were admitted into the alms-house. I myself had not one halfpenny upon landing in St. Andrews wherewith to buy one meal. Some of the others had a few shillings, but the residue not a penny. I am 57 years of age, and my wife is seven years younger.

The names of the families of the tenants, and the number of persons in each, who were ejected as aforesaid, as follows, viz., — (myself), and family, seven; — and family, three; — and family, five; — and family, eight; —'s family, eight; —'s family three; —'s family, three; —'s family, six; in all, as aforesaid, 43 individuals; the greater part of whom, including myself and family, are still residing in the St. Andrews alms-house. Now, I, —, having read and understood the foregoing statement, in my own name, and for and on behalf of all such of my fellows who are now residents in the said alms-house, subscribe to this as a just and true statement of the cause and means which brought me and the other individuals herein named upon these shores. In witness whereof I have hereunto placed my signature, this 15th day of February 1843.

(signed) —.

Before me, William Ker, Esq., one of Her Majesty's Justices of the Peace for the county of Charlotte, personally appeared the above-named —, and in my presence voluntarily and freely signed the above declaration, and moreover made oath and said that he verily asserted the same to be a true and correct statement of the aforesaid case, according to the best of his knowledge and belief.

St. Andrew's, N. B., 15 Feb. 1843.

(signed) *William Ker, J. P.*



NEW  
BRUNSWICK.

Enclosure 6, in No. 16.

EXTRACTS from JOURNALS of the House of Assembly, New Brunswick, in reference to  
Surveys and Sale of Lands. 20 March 1839.

On Motion of Mr. Fisher—  
Encl. 6, in No. 16. WHEREAS the present practice of requiring the purchasers of land for actual settlement to pay for the same immediately retards the settlement of the province; and whereas the sale of lands for agricultural purposes, in lots not exceeding 100 acres, to persons requiring the said lands for actual settlement, and who could not afford to pay therefor, except by instalments, would be a great relief to the poorer class of settlers: therefore,  
Resolved, That an humble Address be presented to his Excellency the Lieutenant-governor, praying that his Excellency will be pleased to grant lands for agricultural purposes to such settlers as may require allotments for actual settlement, in lots not exceeding 100 acres, payable by instalments.

24 March 1841.

On Motion of Mr. Wilmot—  
Resolved, That an humble Address be presented to his Excellency the Lieutenant-governor, praying that his Excellency will be pleased to cause to be surveyed in each county one or more blocks of land fit for immediate settlement, not exceeding 2,000 acres in each block, and laid off in lots of 100 acres each, with a reserved road of not less than four rods wide through the centre; and that the lots on one side only of such road be sold in the first instance, on the most favourable terms that the law will admit of, reserving the lots on the opposite side for future sale.

25 March 1841.

Mr. L. A. Wilmot, from the Committee appointed to wait on his Excellency the Lieutenant-governor with the Address of the House of the 24th instant, praying that his Excellency will cause surveys of ungranted lands to be made for immediate settlement in the several counties of the province, reported that they had attended to that duty, and that his Excellency was pleased to say that he would be most happy to carry into effect the wishes of the House in this behalf.

Enclosure 7, in No. 16.

Encl. 7, in No. 16. SCHEDULE of LANDS surveyed in each County under the Resolution of the Assembly.

	Acres.		Acres.
York - - - - -	33,475	Kent - - - - -	2,000
St. John - - - - -	22,400	Gloucester - - - - -	11,100
Westmoreland - - - - -	51,000	Northumberland - - - - -	11,000
Sunbury - - - - -	5,900	Charlotte - - - - -	22,746
Queen's - - - - -	20,400	King's - - - - -	12,700
Restegouche - - - - -	2,000		
Carleton - - - - -	33,362	TOTAL - - - - -	228,083

(signed) T. Baillie.

Enclosure 8, in No. 16.

LETTER from Dr. Gesner, Surveyor of Land, to his Excellency Sir William M<sup>re</sup> Bean George Colebrooke, Lieutenant-governor and Commander-in-chief of the Province of New Brunswick, &c. &c. &c.

May it please your Excellency,  
Encl. 8, in No. 16. I BEG leave to state, for the information of your Excellency, that during the past year I have aided in settling upon wilderness lands 232 families; of these 81 are Catholics, and 151 Protestants; of the whole number 104 are freemen of the city of St. John, or freeholders in the province, and 103 were born in New Brunswick. All these consist of persons who were previously settled in the province, but who, from the general depression in the state of trade, the demand for their labour as mechanics, &c., have been compelled to turn their attention to agriculture; and I am fully of the opinion that any check put upon the settling of wild lands, upon the system of giving a credit on 50 acres, will be the means of increasing the unlawful occupation of Government lands, and emigration from the province to the United States.

I have, &c.  
(signed) A. Gesner.

Enclosure

## CORRESPONDENCE RELATIVE TO EMIGRATION.

175

Enclosure 9, in No. 16.

NEW  
BRUNSWICKREGULATIONS for the disposal of Crown Lands, by Order of his Excellency the  
Lieutenant-governor in Council, 1st December 1842.

1st.—No land to be sold unless in locations previously surveyed under the directions of the Government. Encl. 9, in No. 16.

2d.—Purchasers of lots of 50 acres and under, not being indebted to the Crown for any land previously purchased, may be allowed to claim credit for the purchase-money, upon giving bonds to the Crown, payable with interest annually in advance, at the rate of six per cent., and paying the first year's interest at the time of sale, upon executing which bond a grant to be passed to the purchaser.

3d.—In default of regular payment of the interest annually when due, or under other circumstances injurious to the effective settlement of the land, the bonds will be put in suit.

4th.—Persons purchasing more than 50 acres must pay the whole amount of the purchase-money down at the time of sale, it being clearly understood that the 50 acres is the limit of the Government credit to any individual settler.

5th.—Persons who have occupied and improved without title or permission portions of Crown land included within any surveyed location, are not to expect any compensation or consideration for such improvements, but if they become purchasers of such portion, they may have credit for the purchase-money to the extent of 50 acres, in common with other settlers, and receive titles on executing bonds and paying interest as aforesaid.

6th.—Reserves to be made in every location of lines of road, and allotments for schools and places of worship, which reserves will not be allowed to be broken or sold.

Persons desirous of forming a settlement may make application at the Crown Land Office, stating their names, and pointing out the situation where they may wish to settle, when, if approved of, a survey will be ordered, and the lots when surveyed will, after due notice in the Royal Gazette, be put up for sale at public auction, at an upset price to be fixed by the Government.

Purchasers at such sale are distinctly to understand that they must come prepared, either by themselves or their agent, to pay the first year's interest on the purchase-money at the time of sale, and that no grant will be passed or permission given to occupy the land without such payment being made, nor until the bond for payment of the purchase-money shall have been duly executed and delivered; and that the bonds will be peremptorily enforced against any purchaser who may neglect to clear and settle the land, or who shall be found cutting off and disposing of the timber without making efficient settlement.

The attention of persons desirous of purchasing more than 50 acres is also called to the 4th article of the Regulations, by which they will observe, that no part of such purchase is to be on credit, but the whole purchase-money is to be paid down at the time of sale.

By Order of the Lieutenant-governor,

Secretary's Office, 2 December 1842.

Wm. F. Odell.

—No. 17.—

(No. 118.)

COPY of a DESPATCH from Lieutenant-governor Sir W. M. G. Colebrooke  
to Lord Stanley.Fredericton, New Brunswick,  
30 December 1842.

My Lord,

As the season approaches when emigrants usually make arrangements to come out to the colonies, I consider it to be incumbent on me to apprise your Lordship that no alteration has taken place in the circumstances of this province which enable me to hold out that there will be any opening for the employment of those who are without funds, unless persons of capital should entertain views of settlement in the province, who would be prepared to employ them.

Those who may possess the means of maintaining themselves in the wilderness while engaged in clearing and cultivating land for their support would be able to settle with advantage on any of the lands which have been selected and laid out in locations, and they would have an opportunity either of settling apart, or of associating themselves with some of the numerous parties who, from the decline of employment in St. John's, and other ports, are now forming settlements in the country, under the regulations referred to in my despatch (No. 114) of December 12th.

I consider that these settlements afford a favourable opportunity for the investment of capital in the improvements that would raise the value of the lands adjacent, and that as the settlers would be glad to obtain employment on moderate terms near their locations, the settlement and improvement of the province would be greatly accelerated by such undertakings.

If the provincial Assembly should concur in my view of remitting a part of  
the

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Sir W. M. G. Cole-  
brooke to Lord  
Stanley,  
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the purchase-money of the lands in consideration of the opening of roads and construction of bridges, for which grants of public money have been hitherto made, great inducement will be held out to capitalists to settle in the province, the varied resources of which would thus be developed.

I enclose a further Report to your Lordship from Dr. Gesner, the provincial geologist, and a letter, informing me that he has recently discovered coal near Gardner's Creek, opening into the Bay of Fundy, 15 miles to the eastward of St. John's, and in the vicinity of the new settlements.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosure in No. 17.

Encl. in No. 17.

Sir,

St. John, New Brunswick, 22 December 1842.

I HAVE the honour to submit for his Excellency the Lieutenant-governor a Report, and to state that myself and son have been engaged in exploring for coal with the best hopes of success in the neighbourhood of Gardner's Creek and Ten Mile Creek, eastward of St. John. The early arrival of a deep fall of snow has prevented us from completing the exploration, which must be deferred until spring; I have not, therefore, thought it necessary to make a report upon what has been done, as such a report would be imperfect.

I have, &c.

A. Reade, Esq.  
&c. &c., &c.

(signed) *A. Gesner.*

#### REPORT.

To his Excellency Sir William M<sup>c</sup>Bean George Colebrooke, Lieutenant-governor and Commander-in-chief of the Province of New Brunswick.

May it please your Excellency,

I HAVE the honour to submit for your Excellency's consideration the following Report, made in compliance with instructions received.

I have proceeded to examine the vacant tracts of country between the waters of the Petticodiac and the settlement of Quaco and Sussex Vale, or such parts of them as had not been previously explored.

At the heads of Salmon river and Pollet river there is a large tract of ungranted land of a good quality. Upon this tract extensive surveys have been recently made, and the Mechanics' Association, consisting of upwards of 200 persons, besides others resident in the counties of King's and Westmorland, are prepared to purchase lots and open a very extensive settlement.

Application has also been made for lands northward of the above surveys, called the Gosham settlement; upon these are a number of persons settled upon ungranted lands; I am of the opinion that it would be desirable to have the lands in the Gosham settlement surveyed and offered for sale, for as those lands are of a good quality and are favourably situated, they would be purchased, and the squatters would have an opportunity to obtain titles upon the recent terms proposed by the Government.

A survey has also been made of lands northward of Quaco and near the old Shepody road. The soil in this quarter is also good, but the surface of the country is much broken by hills, and some of the lands will be found very stony when they are cleared of timber. A number of persons are also desirous to obtain lots in this survey, and are prepared to commence clearing.

The old road extending from Shepody to St. John was almost abandoned for several years; it will now be found of great advantage to these settlements, and by opening new roads into it, and thence to the shores of the Bay of Fundy, a free communication will be afforded to the settlers in this district.

The proximity of the above surveys to roads already opened and to the Bay of Fundy are highly advantageous. At Salmon River, Martin's Head and Salisbury Cove abundant supplies of herrings and other kinds of fish may be obtained in the summer season. There is scarcely any pine timber on any land in this quarter, and the fine groves of spruce still remaining are too remote from the rivers or the bay shore to render them valuable for exportation at present. The hard or sugar maple is abundant, and will supply with little labour a luxury to persons employed in clearing farms.

There are some excellent tracts of vacant lands at the sources of Coverdale River and Turtle Creek; at the latter place I observed some of the richest soil in the province. The lands here are unimproved; but how far the ungranted lands extend I was unable to ascertain.

There is a ridge of elevated land situated between the tracts recently surveyed at the head of Pollet river and Shepody mountain. The greater part of this tract is fit for settlement, but there are patches which are too rocky for cultivation.

Northward

Northward of the extensive settlement of Shepody the hard wood trees of the forest were almost entirely destroyed, a few years ago, by a gale of wind, which took place when the trees were loaded with ice, and almost all their branches were broken down.

Coal has also been discovered at the sources of Coverdale River and Turtle Creek, and there is limestone in different sections of the district.

With reference to that part of my instructions wherein I was directed to inquire into the causes of complaint made by persons residing westward of the Petticodiac, on account of Dorchester, the shire town of the county, being inaccessible during the winter season, I beg leave to remark, that from the great rise of the tides in Shepody Bay and the Petticodiac and Memramcook rivers, the ice is broken up, and they are frequently neither navigable for boats, nor safe to be crossed in any way, and even in the summer season the passage between Dorchester and Shepody, across the mouths of the above rivers, is expensive, disagreeable, and sometimes dangerous.

The distance between Dorchester and Shepody, at its most remote settlements by land, is upwards of 90 miles, and as all the public offices and courts for the county are held at the former place, much inconvenience is complained of; and from the nature of the tides when the Petticodiac and Memramcook can be crossed, persons are frequently detained, especially when the wind is unfavourable.

The inhabitants of the western parishes of Westmorland have, from time to time, petitioned the Legislature to have the county west of the Petticodiac made into a separate county; but they have heretofore been unsuccessful in obtaining their wishes, and much dissatisfaction prevails from the expense, delay and inconvenience suffered by the inhabitants from the above causes.

Westmorland is a large and populous agricultural county, and its area on the west side of the Petticodiac is nearly equal in size to either the county of Sunbury or Kent, and that area contains a population greater than either Sunbury or Restigouche. This part of Westmorland will also become more populous by the opening of the settlements of the recent surveys.

The western parishes of Westmorland, in my opinion, possess a sufficient amount of wealth and intelligence for the purposes of local government; and the general good of the country would be promoted by their separation from the eastern parts of the county.

Independent of agriculture, the resources of both divisions of the county are coal, gypsum, freestone and grindstones: all these are abundant.

I am fully of the opinion that it would be advisable to form the western parishes into a new county, making the Petticodiac river the boundary on the east and north, King's on the west, and the Bay of Fundy on the south.

I have, &c.

(signed) *Abraham Gesner.*

St. John,  
17 December 1842.

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—No. 18.—

(No. 5.)

COPY of a DESPATCH from Lord *Stanley* to Lieutenant-governor Sir  
*W. M. G. Colebrooke.*

Sir,

Downing-street, 30 November 1842.

No. 18.

DOUBTS having arisen as to the continuance of the system of granting privileges to military and naval settlers in the acquisition of land in New Brunswick, inasmuch as the Act of the Provincial Legislature by which those privileges were authorized was not to remain in force beyond the month of September 1839, and it being desirable that full information on the subject should be possessed by the authorities in this country, I request that you will have the goodness to report to me at your earliest convenience—1st. Whether under the present law regulating the disposal of lands in that country, any privileges in the acquisition of land are granted to military and naval settlers; and 2dly. If such be the case, whether a fixed extent of land is granted to them according to their rank, or a certain amount of purchase-money remitted to them.

Lord Stanley to  
Sir W. M. G. Cole-  
brooke, 30 Novem-  
ber 1842.

I have, &c.

(signed) *Stanley.*



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—No. 19.—

(No. 11.)

COPY of a DESPATCH from Lieutenant-governor Sir *W. M. G. Colebrooke* to Lord *Stanley*.

No. 19.

Sir *W. M. G. Colebrooke* to Lord *Stanley*, 24 February 1843.

My Lord,

Fredericton, New Brunswick, 24 February 1843.

REFERRING to your Lordship's despatch (No. 5) of the 30th November last, I have the honour to enclose copy of a letter from the Surveyor-general, reporting that since the expiration of the Act to restrain the 5th section of the Civil List Act, no regulations have been in force granting privileges to military and naval officers in the acquisition of Crown lands, and that all lands must be sold at public auction to the highest bidder. I may add, that the Government would have no authority to remit the purchase-money without the consent of the House of Assembly.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosure in No. 19.

Sir,

Crown Lands Office, 2 January 1843.

Encl. in No. 19.

YOUR Excellency having referred to me the despatch of the Right honourable Lord Stanley of the 30th November last, respecting the continuance of the system of granting privileges to military and naval officers in the acquisition of land in this province:

I have the honour to report that since the expiration of the Act to restrain the fifth section of the Civil List Act, no regulations have been in force for granting privileges to military or naval officers in the acquisition of land in New Brunswick, but all lands must be sold by auction to the highest bidder.

His Excellency

Sir *W. M. G. Colebrooke.*

I have, &c.

(signed) *Thos. Baillie.*

#### 8 GULIELMI IV. CAP. 1.

AN ACT for the support of the Civil Government in this Province.—

[Passed 17 July 1837.]

Preamble.

WHEREAS his most gracious Majesty has been pleased to signify to his faithful Commons of New Brunswick, that his Majesty will surrender up to their control and disposal the proceeds of all his Majesty's hereditary, territorial and casual revenues, and of all his Majesty's woods, mines and royalties now in hand, or which may hereafter during the continuance of this Act be collected in this province, on a sufficient sum being secured to his Majesty, his heirs and successors, for the support of the Civil Government in this province: And whereas we, his Majesty's most dutiful and loyal subjects, the Commons of New Brunswick, in General Assembly convened, with hearts full of the warmest duty and gratitude, are desirous that ample and liberal provision should be made for the expenses of the said Civil Government during the continuance of this Act, by charges on all and every of the revenues now and hereafter to be levied and collected in this province have therefore freely and unanimously resolved to give and grant unto his Majesty King William the Fourth, his heirs and successors, a certain sum for the aforesaid expenses of the Civil Government, payable out of the joint revenues of this province;

Proceeds of his Majesty's Hereditary, Territorial and Casual Revenues made payable to the Provincial Treasurer.

I. Be it therefore enacted by his Excellency the Lieutenant-governor, Legislative Council and Assembly, and by the authority of the same, That the proceeds of all and every the said hereditary, territorial and casual revenues, and the proceeds of all sales and leases of Crown lands, woods, mines and royalties which have been collected and are now in hand, or which shall be collected hereafter during the continuance of this Act (except the monies which shall be expended in the collection and protection thereof as specially authorized and provided for by the fourth section of this Act), shall immediately be payable and paid to the provincial treasurer, who is hereby authorized to receive the same for the use of this province; and from and after the expiration of this Act, the proceeds of all the said hereditary, territorial and casual revenue, and of the said lands, woods, mines and royalties, shall revert to and be payable and paid to his said Majesty, his heirs and successors.

To revert to the Crown on expiration of this Act.

14,500*l.* per annum granted for the support of the Civil Government.

II. And be it enacted, That there shall be granted to his Majesty, his heirs and successors, for and during the whole period of the continuance of this Act, the clear yearly sum

sum of Fourteen thousand five hundred pounds current and lawful money of this province, and that the said sum shall be charged on and made payable out of the afore-mentioned and all other revenues raised, collected and paid into the treasury of this province, and shall commence from and immediately after the Thirty-first day of December now last past, and to be paid by the said treasurer by warrant under the hand and seal of his Excellency the Lieutenant-governor or Commander-in-chief for the time being, with reference to all other charges or payments which have heretofore been or which shall hereafter be made upon or payable from the said revenues, such payments to be made quarterly (that is to say), on the Thirty-first day of March, the Thirtieth day of June, the Thirtieth day of September and the Thirty-first day of December, in each and every year, by equal and even proportions, out of the monies in the said treasury; the first charge for the same to be made on the quarter day next immediately after the passing of this Act, and to include the proportion of the said sum which may become due for the support of the said Civil Government by the said quarter day.

III. And be it enacted, That all the monies which shall be paid to the Provincial Treasurer under and by virtue of this Act, except the said sum of Fourteen thousand five hundred pounds hereby granted, shall remain in the Treasury until appropriated or disposed of by an Act or Acts of the General Assembly of this province, to be passed for that purpose.

All monies paid to the Treasurer except 14,500 £, to remain until appropriated by the General Assembly.

IV. And be it enacted, That it shall and may be lawful for his Excellency the Lieutenant-governor and Commander-in-chief for the time being, by and with the advice of the Executive Council, to expend out of the gross proceeds of the said hereditary, territorial and casual revenues, and of the said sales and leases of Crown lands, woods, mines and royalties, such sums of money as they may from time to time deem necessary and requisite for the prudent management, protection and collection of the said revenues; and that his Excellency the Lieutenant-governor and Commander-in-chief for the time being shall within Fourteen days next after the commencement of each and every session of the Legislature, cause to be laid before the Assembly a full and detailed account, stating all the particulars of the income and expenditure of and relating to the said hereditary, territorial and casual revenues, sales and leases of Crown lands, woods, mines and royalties, with all vouchers to the same appertaining, for the then previous year.

Governor, with the advice of Council, to defray expenses of management out of the gross revenues.

Detailed accounts of revenue and expenditure to be laid before the Legislature.

V. And be it enacted, That all and every grant, lease or other assurance which, during the continuance of this Act, shall be made or granted by his Majesty, his heirs or successors, of any lands, tenements, rents, woods, mines, royalties, revenues, or other hereditaments within this province, now belonging or hereafter to belong to his Majesty, his heirs or successors, whereby any estate or interest whatsoever in law or equity shall or may pass from his Majesty, his heirs or successors, save and except as hereinafter provided, shall be utterly void and of none effect; unless such grant, lease or assurance be made upon sale or rent, or to the highest bidder at public auction in this province, due notice having been first given thereof in the Royal Gazette, and unless all such sums of money and rent as may be payable in consideration of such grant, lease or assurance be made payable to his Majesty, his heirs or successors, during the whole term or time of the continuance thereof respectively.

Grants, leases, &c. to be void unless made upon sale or rent to the highest bidder at public auction.

VI. And be it enacted, That nothing in this Act contained shall extend or be construed to extend in anywise to impair or affect any rights or powers of control, management or direction, which have been or may be exercised by the authority of the Crown, or other lawful warrant, relative to any suits or proceedings for the recovery of the said hereditary, territorial, casual and other revenues, or to composition made or to be made on account of any of the same, or to any remission, mitigation or pardon of any penalties, fines or forfeitures incurred or to be incurred, or to any other lawful act, matter or thing which has been or may be done, touching the said hereditary, casual, territorial or other revenues, or to disable his Majesty, his heirs and successors, to make any grant or restitution of any estate or estates, or of the produce thereof, to which his Majesty hath or shall become entitled by escheat for want of heirs, or by reason of any forfeiture, or by reason of the same having been purchased by or for the use of any alien, or to make any grant or distribution of any personal property, and devolved to the Crown by reason of the want of next of kin or personal representatives of any deceased person, and that the said rights and powers shall continue to be used, exercised and enjoyed in as full, free, ample and effectual manner to all intents and purposes as if this Act had not been made, and as the same have or might have been heretofore enjoyed by the Crown, subject, nevertheless, to the restrictions and regulations hereinbefore made and provided, it being the true intent and meaning of this Act that the said rights and powers shall not be in any degree abridged or restrained, or affected in any manner whatsoever, but only that the monies arising from the full and free exercise and enjoyment of them, so subject as aforesaid, shall, during the continuance of this Act, be carried to and made part of the joint revenues at the disposal of the General Assembly of this province.

Act not to impair the rights or powers of control, management or direction by the Crown, or disable his Majesty to make restitution of forfeited estates.

VII. And be it further enacted and declared, That nothing in this Act contained shall operate to annul or prejudice any sale, purchase, grant, lease, enfranchisement, exchange, contract, rent-charge, agreement, bond, mortgage, security, exoneration or other act,

Act not to prejudice previous sales, grants, agreements, &c.



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matter or thing relating to the said lands, woods, mines or royalties which at the time of passing this Act shall have been made, done, given, effected or created, but the same shall remain as good, valid and effectual for the benefit or security either of his Majesty, his heirs or successors, or of any of the parties to or with whom or in whose favour any such sale, grant, lease, enfranchisement, exchange, contract, rent-charge, agreement, bond, mortgage, security, exoneration or other act, matter or thing shall have been made, done, given, effected or created, and be of as full force and virtue as if this Act had not been passed.

Limitation.

VIII. And be it further enacted, That this Act shall continue and be of full force and effect for and during the full and complete term of ten years, commencing from and immediately after the Thirty-first day of December in the year One thousand eight hundred and Thirty-six last past.

8 GULIELMI IV. CAP. 2.

AN ACT to restrain the Provisions of the Fifth Section of an Act, intituled, "An Act for the support of the Civil Government in this Province," and to establish sundry Regulations for the future disposal of Crown Lands and Timber in certain cases.—[Passed 22d July 1837.]

Preamble.

WHEREAS in and by the fifth section of an Act made and passed at this present Session, intituled, "An Act for the support of the Civil Government in this Province," it is enacted, that all disposals of any of his Majesty's lands, woods, mines and royalties within this province, made during the continuance of the said Act, shall be utterly null and void and of none effect unless made at public auction to the highest bidder; and whereas it is deemed advisable to restrain the operation of the said fifth section in certain cases;

Act 8 Will. 4, c. 1, not to prevent the Governor in Council from disposing of land by private sale to persons settled on such land without legal authority.

I. Be it therefore enacted, by the Lieutenant-governor, Legislative Council and Assembly, That nothing in the aforesaid in part recited Act contained shall extend or be construed to extend to prevent his Excellency the Lieutenant-governor or Commander-in-chief for the time being, by and with the advice and consent of the Executive Council, at any time during the continuance of this Act, from disposing, by private sale, of any tract or tracts of ungranted Crown lands to any person or persons who shall, prior to the passing of this Act, be actually settled upon and shall have improved such tract or tracts without any legal authority for so doing: Provided always, That in no case shall more than One hundred acres be granted to any one person, and that no grant be made as aforesaid for less than Two shillings and sixpence currency per acre for immediate payment, or Three shillings currency per acre by four annual instalments; and that the names of the grantees, with a statement of the quantity of land granted to each, where situate, and the terms and conditions of sale, be laid each year, with the other casual revenue accounts, before the General Assembly.

Return to be made to the General Assembly.

Governor in Council may grant annual licenses for cutting timber by private sale, at specified rates.

II. And be it enacted, That it shall and may be lawful for his Excellency the Lieutenant-governor and Commander-in-chief for the time being, by and with the advice and consent of the Executive Council, if they shall see fit, to grant licenses for cutting and hauling timber, logs, or other lumber, immediately on their being applied for, and to renew the same to the former occupant or occupants who may have worked the same during the previous year, on his or their making timely application therefor before the previous license expires, and to grant the same by private sale, on petition, without public auction, at the following rates, viz.:—

- For square red pine timber, Two shillings and sixpence per ton;
- For square white and sapling red pine, Two shillings per ton;
- For square birch, spruce and hemlock, One shilling and sixpence per ton;
- For pine and spruce logs, Three shillings and sixpence per thousand superficial feet;
- And for all other descriptions of wood, the sum of Ten pounds upon every One hundred pounds of its estimated value;

And in case two or more persons shall apply on the same day for a new berth, if the said Lieutenant-governor or Commander-in-chief, by and with the advice and consent aforesaid, shall see fit to dispose of the same, that then and in such case it shall be sold by the Commissioner of Crown Lands or his Deputy to the highest bidder, and be competed for between the applicants only; provided that no such license be granted for a longer term than one year, and not to extend beyond the first day of May next after the issuing thereof.

Relief may be granted to persons exceeding their license.

III. And whereas cases may arise where persons licensed to cut timber, logs or other descriptions of lumber may exceed the quantity so licensed; Be it therefore enacted, That it shall and may be lawful for his Excellency the Lieutenant-governor or Commander-in-chief for the time being, by and with the advice aforesaid, to grant relief to the person or persons so exceeding their license upon payment of the lawful tonnage money; provided that the person so exceeding the quantity licensed make such application for such excess and pay the tonnage before the first day of May in each year; and provided also, that such excess shall have been cut within the limits of his license.

IV. And

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IV. And be it enacted, That from and after the passing of this Act, it shall and may be lawful for the Lieutenant-governor and Commander-in-chief for the time being, by and with the advice and consent aforesaid, to make such rules and regulations relating to the disposal of land and the licensing of timber, logs and all other descriptions of lumber, and for the guidance of applicants, agreeably to the true intent and meaning of this Act, as may be deemed expedient and proper to carry the provisions of this Act into effect, which said rules and regulations shall be published in the Royal Gazette.

Governor in Council may make rules relating to the disposal of land, licensing of timber, and for guiding of applicants.

V. And whereas cases may arise where industrious emigrants or natives not having any land may be desirous of procuring small allotments for immediate settlement: And whereas there are in this province sundry tracts of ungranted Crown land not valuable for lumbering purposes, but fit for agricultural improvement, and which should be disposed of on reasonable terms to persons of the above description; Be it enacted, That from and after the passing of this Act, it shall and may be lawful for his Excellency the Lieutenant-governor or Commander-in-chief, by and with the advice and consent of the Executive Council, to sell and grant by private sale to any emigrant or native, being British subjects, not having any land, and who shall prove to the satisfaction of the said Governor and Council that he is deserving of such privilege, and has not applied for the same for any other purpose than that of immediate settlement and cultivation, a quantity of land of the description mentioned in the preamble of this section, not exceeding 100 acres to each individual; and that an account of such disposals be annually laid before the General Assembly, specifying the name of grantees, the quantity granted to each, where situate, and the terms and conditions of sale: Provided always, That no land shall be sold and granted as aforesaid for less than Two shillings and sixpence currency per acre, to be paid immediately on the application being complied with, and before the applicant take possession thereof.

Governor in Council empowered to sell land by private sale for immediate settlement.

VI. And be it enacted, That in case any officer of the army or navy of the United Kingdom shall be desirous of purchasing land from the Crown in this province, and shall make it appear to the satisfaction of the Lieutenant-governor or Commander-in-chief for the time being that the same is for the purpose of actual settlement by such officer, that then it shall and may be lawful for his Excellency the Lieutenant-governor or Commander-in-chief for the time being, by and with the advice and consent of the Executive Council, to grant a remission of the purchase money or part thereof to all such officers, according to the following graduated scale, on the production of testimonials of unexceptionable character from the General Commanding-in-chief or from the Lords of the Admiralty.

Governor in Council may remit the purchase money to Officers of the Army or Navy desirous of obtaining land for actual settlement.

Field officers of the army of Twenty-five years' service in the whole and upwards, Three hundred pounds; Scale of remission.

Field officers of the army of Twenty years' service in the whole and upwards, Two hundred and fifty pounds;

Field officers of the army of Fifteen years' service in the whole or less, Two hundred pounds;

Captains in the army of Twenty years' service in the whole and upwards, Two hundred pounds;

Captains in the army of Fifteen years' service in the whole or less, One hundred and fifty pounds;

Subalterns in the army of Twenty years' service in the whole or upwards, One hundred and fifty pounds;

Subalterns in the army of Seven years' service in the whole or less, One hundred pounds;

And officers of his Majesty's navy of the corresponding ranks and terms of service, in the like proportion:

Provided always, That no remission of purchase money be made to any officers of the civil departments of the army or navy.

VII. And be it enacted, That all grants, leases and other assurances under the great seal of this province, made and entered into under and by virtue of any of the provisions of the said in part recited Act or of this Act, shall in all cases and in all courts of law and equity within this province be deemed and taken to be evidence, that all the requisitions of the said in part recited Act or of this Act, as the case may be, in regard to the mode and terms of disposing of the lands, tenements or hereditaments in such grants, leases or assurances contained, have been duly observed and complied with.

Grants, &c. under the great seal to be evidence that the requisitions of this Act and of 8 W. 4, c. 1, have been complied with.

VIII. And be it enacted, That this Act shall continue and be in force until the first day of September which will be in the year of our Lord One thousand eight hundred and Thirty-nine.

Limitation.



## PRINCE EDWARD ISLAND

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—No. 1.—

(No. 32.)

COPY of a DESPATCH from Lord *Stanley* to Lieutenant-governor Sir  
*H. V. Huntley*.

No. 1.

Lord Stanley to  
Sir H. V. Huntley,  
4 August 1842.

Sir,

Downing-street, 4 August 1842.

I HAVE had under my consideration an Act (No. 568) passed by the Legislature of Prince Edward Island in April last, and transmitted in your despatch, No. 35, of the 30th of last May, intituled, "An Act to create a Fund for defraying the Expense of providing Medical Assistance for Sick Emigrants, and of enabling indigent Persons of that description to proceed to the Place of their Destination."

*Vide Act annexed.*

The provisions of this Act, for the most part, coincide with those of the Emigrant Tax Act, which has lately come into operation in Canada; but there are certain distinctions between the two measures to which I have to direct your attention.

In the first place, the penalty upon infringing the law is not in every case the same, and what is of more importance, the Act excludes from the benefit of the relief fund single men and married couples without families, who are not sick; whereas the Canada Act, more correctly, as I conceive, makes no such distinction.

The tax is there paid by all emigrants indiscriminately, and all who can prove themselves to be in a state of destitution seem to have a fair claim for assistance out of the fund proceeding from the tax.

I have, therefore, to direct you to communicate to the Legislature my opinion, that should circumstances require a revision of the Act before its appointed termination (*viz.*, 1st of May 1845), which the passing of the new Imperial Passengers' Act may render necessary, it might perhaps be desirable that this portion of the enactment should be re-considered, advantage being taken of such experience as may then have been had of its operation.

The remaining point on which there is some difference between the Act now under consideration and that which has been passed in Canada, is in the persons by whom and under whose authority the fund is to be administered. By the Canada Act the money levied under its provisions is to be applied by officers appointed by the Governor (who I apprehend will be paid), and under regulations established by the Governor. By the present Act the money is to be paid by the Governor to the local boards of health, and to be expended under their direction. Upon referring to the several Acts under which these boards have been established, I find that they are nominated by the Governor, but that there is no limit to the number of members of which each may consist, and that apparently they are not paid. I think, therefore, that some caution will be necessary in securing the proper and discreet application of the funds, and that it would be proper to draw the attention of the Legislature to this subject.

I would moreover suggest, that inasmuch as the money is by the present Act to be first paid into the public treasury, and afterwards paid out by the Governor to the local boards, it would be desirable that it should not be so paid out, unless upon such conditions in regard to its application as you or the Lieutenant-governor for the time being may think proper to impose.

In conclusion, I have to acquaint you that, concurring generally in the purpose and provisions of this Act, the Order of Her Majesty in Council, leaving it to its operation, will be forwarded to you by the next opportunity.

I am, &c.

(signed) *Stanley*.

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## CORRESPONDENCE RELATIVE TO EMIGRATION.

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ACT, No. 568, passed by the Legislature of PRINCE EDWARD ISLAND.

## CAP. V.

AN ACT to create a Fund for defraying the Expense of providing Medical Assistance for Sick Emigrants, and of enabling indigent Persons of that description to proceed to the Place of their Destination.—[Passed 16 April 1842.]

WHEREAS it is deemed expedient to impose a rate or duty, payable by masters of vessels bringing emigrants into this island, for the purpose of creating a fund for defraying the expense of medical care and attention for sick emigrants, and of enabling indigent persons of that description to proceed to places of their destination ;

I. Be it therefore enacted, by the Lieutenant-governor, Council and Assembly, That there shall be raised, levied and collected a rate or duty, payable in the manner hereinafter prescribed, by the master or person in charge or command of every vessel arriving in any of the ports of this island, from any port of the United Kingdom, with passengers or emigrants therefrom, and such rate or duty shall be Five shillings currency for every such passenger or emigrant, and such rate or duty shall be paid by the master or person in command of such vessel, or by such person on his behalf, to the collector of impost of the port at which such vessel shall have first entered, and at the time of making such first entry, which shall contain on the face of it the number of passengers actually on board the vessel, and no such entry shall be deemed to have been validly made or to have any legal effect whatsoever, unless such rates or duties be so paid as aforesaid.

Imposes a tax of 5s. per head on emigrants from the United Kingdom, to be paid by master of vessel to collector of impost.

II. Provided always, and be it further enacted, That on any ship or vessel arriving with passengers from any port of the United Kingdom at any port or place in this colony, at any time before the First day of July next, and such passengers being declared in a healthy state by any medical person authorized by any board of health in this island to visit and examine such passengers, no tax shall be exacted from the master of any such ship or vessel on account of such passengers, in case the said master upon his arrival shall duly make affidavit before some one of Her Majesty's Justices of the Peace for this island, that there has not been received or exacted from any of such passengers any sum or sums of money for or on account of any tax for which he might be made liable upon the introduction of any such passengers into this or any other British colony.

Exempts immigrants arriving before 1st July 1842, if in a healthy state, from tax.

if master makes oath that he had not previously received such tax from them.

III. And be it enacted, That for the purposes of this Act, two children, each under the age of Fourteen years, or three children, each under the age of Seven years, shall be reckoned as one passenger, and that no child under the age of Twelve months shall be reckoned among the number of passengers.

Immigrant children how rated for tax.

IV. And be it enacted, That no master or person having the command of any ship or vessel arriving at any port or ports in this colony, shall permit any passenger to leave such vessel, until he shall have delivered to the collector of impost at such port a correct list of all the passengers on board of such ship or vessel, at the time of her arrival at such port, nor until such list shall have been certified to have been correct, and a certificate of such correctness, and a permission to allow his passengers to leave the vessel, and a receipt for the duties payable by him under the provisions of this Act, shall have been given to him by the said collector of impost, under a penalty of Twenty pounds currency, to be paid by such master or person having the command, for every passenger leaving his ship or vessel contrary to the provisions of this Act: Provided always, that the said list shall contain the name of each such head of family or single person, being a passenger on board of such vessel, his trade or profession, his country, and the place of his destination, and the number of grown passengers and children belonging to his family on board such vessel: Provided always, that nothing in this Act contained shall prevent the master or person having the command of any ship or vessel from permitting any passenger to leave the vessel, at the request of such passenger, before the arrival of the vessel in any port of this island; but in every such case the names of the passengers who shall so leave shall be entered in the manifest or the list of emigrants made out at the time of clearing of the vessel from the United Kingdom, and shall be certified under the signatures of the passengers so leaving the vessel; and if the number of passengers remaining on board on the arrival of the vessel in the harbours of this colony do not correspond with that mentioned in such manifest, after deducting those who shall have so left the vessel, the master or person having the command of such vessel shall incur a penalty of Five pounds currency, for each passenger not found on board or entered on the manifest as having left the vessel as aforesaid.

Master not to permit immigrants to land until he delivers a list to collector, &c.

Nor until list is certified to be correct, and permission given after payment of tax.

Penalty on master offending herein.

Requisites of list furnished to collector.

Master may permit passengers to land at any port not within this island. Duty of master in such case.

Penalty on Master offending herein.

V. And be it enacted, That every passenger on board any ship or vessel arriving in any harbour of this island to which the master or person commanding such vessel shall have engaged to convey him, shall be entitled to remain and keep his baggage on board such vessel during Forty-eight hours after her arrival in such harbour; and every such master who shall compel any passenger to leave his vessel before the expiration of the said term of Forty-eight hours shall incur a penalty not exceeding Five pounds currency, for every passenger he shall so compel to leave his vessel; nor shall any master or person commanding such vessel remove, or cause to be removed, before the expiration of the said Forty-eight hours, any berthing or accommodation used by his passengers, under a like penalty.

Immigrants may remain on board 48 hours after arrival.

Penalty on master compelling immigrants to land before the expiration of forty-eight hours after arrival.

VI. And be it enacted, That every pilot who shall have had charge of any vessel having passengers on board, and who shall know that any passenger has been permitted to leave the

Duty of pilot in charge of immigrant vessel.



PRINCE EDWARD ISLAND.

Penalty on pilot offending herein.

Money received under this Act to be paid into Treasury.

Mode of recovery of penalties imposed by this Act.

Appropriation of penalties.

Lieutenant-governor may advance from the monies received under this Act, to any board of health, &c.

Money received by board of health, how to be appropriated.

Boards of health to account to Legislature for expenditure of monies received by them.

Mode in which boards of health are to make up accounts of monies received by them.

Continuance of Act.

the vessel, contrary to the provisions of this Act, and shall not within Twenty-four hours after the arrival of such vessel in any harbour of this island, to which he shall have engaged to pilot her, inform the collector of impost at such place that a passenger or passengers has or have been so permitted to leave the vessel, shall incur a penalty not exceeding Five pounds currency, for every passenger with respect to whom he shall have wilfully neglected to give such information.

VII. And be it enacted, That the monies levied under the authority of this Act shall be paid by the collector of impost by whom they shall have been received, into the Treasury of this island, for the purposes hereinafter mentioned.

VIII. And be it enacted, That all penalties imposed by this Act may be sued for and recovered with costs, on the oath of one credible witness other than the prosecutor, in a summary manner before any Two Justices of the Peace in this island; and such Justices may commit the offender to the common gaol of the county until such penalty and costs shall be paid; and one moiety of every such penalty shall belong to Her Majesty, Her heirs and successors, and shall be paid into the Treasury, to be applied to the purposes to which the other monies levied under the authority of this Act are hereby appropriated, and the other moiety shall belong to the prosecutor.

IX. And be it enacted, That it shall be lawful for the Lieutenant-governor, or person administering the Government, by warrant under his hand, at any time after the passing of this Act, to advance to the boards of health in the several counties, such sums of money as may be required for the purposes of this Act, out of the money paid into the Treasury under the authority of this Act, to be applied and expended under the direction of the said boards of health.

X. Provided always, and be it enacted, That no part of the said money paid and received by the respective boards of health shall by them be employed in making advances in money to any emigrant, but shall be expended in forwarding poor and destitute emigrants to the place of their destination, in this or the adjacent provinces; and in no case shall any grown person, in good health, and unencumbered with a family, except unmarried females who may be unable otherwise to join their friends or relatives, receive assistance out of the said monies: Provided nevertheless, that house rent, fuel and other unavoidable expenses may be paid out of the said monies so received by the said board of health as aforesaid, together with a reasonable allowance to the secretaries of the said boards of health respectively, to be determined by the Lieutenant-governor in Council.

XI. And be it enacted, That the said boards of health into whose hands any money shall be paid under the authority of this Act shall within fifteen days after the meeting of each session of the Legislature, during the continuance of this Act, lay before each of the branches thereof a faithful and detailed account of the expenditure of such monies, and a correct list of the emigrants by them respectively relieved, distinguishing the nation and country of such emigrant, the place to which he or they shall have been forwarded, and his or her age, and the amount expended in affording such relief (and in what manner expended), to every grown person, and his or her trade or name.

XII. And be it enacted, That the persons composing the board of health to whom shall be intrusted the expenditure of any portion of the monies hereby appropriated, shall make up detailed accounts of such expenditure, showing the sum advanced to the board of health, the sum actually expended, the balance (if any) remaining in their hands; and that every such account shall be supported by vouchers therein distinctly referred to, by numbers corresponding to the numbering of the items in such account.

XIII. And be it enacted, That this Act shall continue and be in force until the First day of May in the year One thousand eight hundred and Forty-five.

—No. 2.—

(No. 69.)  
COPY of a DESPATCH from Lieutenant-governor Sir H. V. Huntley to Lord Stanley.

Government House, Prince Edward Island,  
28 January 1843.

My Lord,

No. 2.  
Sir H. V. Huntley  
to Lord Stanley,  
28 January 1843.

I HAVE the honour to transmit a return of the number of emigrants who have arrived in this colony during the past year; also returns showing the quantity of Crown lands sold during the same period, as required by Lord John Russell's circular despatch of the 29th May 1841.

I have, &c.

(signed) H. V. Huntley.

Enclosure

Enclosure 1, in No. 2.  
RETURN of EMIGRANTS arrived, during the Year 1842.

Whence Emigrating.	14 Years and upwards.		Between 7 and 14.		Children under 7.		Total.	Deaths on the Voyage.				Births on the Voyage.		Number of Agricul- tural Labourers.	Number of Shep- herds.	Number of Domestic Servants.			Number of Mechanics engaged in erecting Buildings, or in obtaining or preparing Building Materials.	Number of Trades- men preparing or selling Articles of Food.	Number of Trades-people engaged in making Articles of Clothing.			Number of other Mechanics, &c. not included in the foregoing Columns.	Amount of Emigrant Tax. Year.	Gross Amount of Emigrant Tax received during the Year.	REMARKS.		
	M.	F.	M.	F.	M.	F.		M.	F.	TOTAL.	M.	F.	TOTAL.			M.	F.	TOTAL.											
England -	104	91	57	55	71	73	451	-	-	-	-	-	-	-	-	30	37	67	-	-	-	-	-	-	21	-	-	-	
Scotland -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	-	-	-
Ireland -	133	107	111	113	124	107	695	-	-	-	-	-	-	-	-	31	34	65	-	-	-	-	-	-	-	-	-	-	
The rest of Eu- rope -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United States -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sierra Leone -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Colonies -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Asia -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL -	237	198	168	168	195	180	1,146	-	-	-	-	-	-	-	-	61	71	132	-	-	-	-	-	-	-	44	-	-	-

Secretary's Office, 28 January 1843.

Enclosure 2, in No. 2.

RETURN of LAND Reserved, Sold or Granted, during the Year 1842.

T. H. Harland, Sec<sup>y</sup>.

COUNTY or DISTRICT.	Number of Acres reserved for Public uses.	PURCHASES MADE IN THE COLONY :												Price per Acre, (if fixed).	Average Price per Acre, if sold by Auction.	Number of Land Orders from the Land and Emigration Commissioners presented in Colony.	Number of Acres specified in Land Orders.	Number of Acres actually conveyed under Land Orders.	
		Acres purchased for Public uses.		Not exceeding 80 Acres.		Not exceeding 160 Acres.		Not exceeding 320 Acres.		Not exceeding 640 Acres.		Exceeding 640 Acres.	Number of Purchases.						Total Number of Acres sold.
		No. of Purchases.	No. of Acres.	No. of Purchases.	No. of Acres.	No. of Purchases.	No. of Acres.	No. of Purchases.	No. of Acres.	No. of Purchases.	No. of Acres.								
Queen's County -	-	-	10	84½	-	-	-	-	-	-	-	-	10	84½	-	-	-	-	-
King's County -	-	-	25	98½	-	-	-	-	-	-	-	-	25	98½	-	-	-	-	-
Prince County -	-	-	8	88	-	-	-	-	-	-	-	-	8	88	-	-	-	-	-
TOTAL -	-	-	43	270½	-	-	-	-	-	-	-	-	43	270½	-	-	-	-	-

Surveyor-general's Office, 1 January 1843.

(signed) Geo. Wright, Surveyor.



PRINCE EDWARD ISLAND.

— No. 3. —

(No. 71.)

EXTRACT of a DESPATCH from Sir *H. V. Huntley* to Lord *Stanley*, dated Government House, Prince Edward Island, 13 February 1843.

No. 3.

Sir *H. V. Huntley*  
to Lord *Stanley*,  
13 February 1843.

I HAVE the honour to enclose for your Lordship's information, the Surveyor-general's "Statement of Account of Sales of Crown Lands."

Directions have been issued to the Surveyor-general to call for payment of the monies due by purchasers of Crown Lands, and this produced 258*l.* 8*s.* 3*d.* by the end of the last year; since this time I have been petitioned to delay calling in the remainder until next July, when I am assured that the whole amount will be paid into the hands of the Government.

Although I am not disposed to think that these assurances will be completed, yet I believe that they will be by those who really intend to keep the land they have purchased of the Crown; while those who do not, will have no cause to complain of the forfeiture of their deposit-money and land, after such a liberal allowance of time for payment.

I should not be inclined to ask the sanction of your Lordship for this extension of time, but from the heretofore very loose manner in which these sales have been conducted; as far as the payment has been involved, purchasers have been permitted from time to time to put off payment until, I believe, many supposed that it would never be called for; and some have certainly purchased the land merely as a speculation, paying the deposit-money, the loss of which they risk, hoping to realize it, and any further money by reselling.

All parties are, however, my Lord, now fully aware that peremptory measures will be adopted in July, and appear extremely well satisfied with the arrangement, which is provisionally made.

Enclosure in No. 3.

STATEMENT of Account of SALES of CROWN LANDS, from 11th April to 31st December 1842.

Dr.			Cr.		
1842.		Currency. £. s. d.	1842.		Currency. £. s. d.
11 April.	To this sum in hands of the Surveyor-general, as per statement made 11th April 1842	133 15 -		By this sum paid into the Colonial Treasury, from 11th April to 31st December - -	470 4 4
"	To amount due by purchasers, on the 11th April 1842 -	1,306 6 6		By Surveyor-general's expenses	68 5 6
	To amount of sales from 11th April to 31st December 1842	387 5 -	31 Dec.	By this sum now in hands of the Surveyor-general - -	132 5 11
				By amount due on eight town lots in George Town, forfeited and resold on the 9th July last - - - -	112 18 3
			31 Dec.	By amount due by purchasers at this date - - -	1,043 12 6
		£. 1,827 6 6			£. 1,827 6 6

REMARKS.—Of the sum of 537*l.* 0*s.* 9*d.* paid by purchasers of Crown Lands from 11th April to 31st December 1842, 258*l.* 8*s.* 3*d.* was paid subsequent to the 26th September, the period at which they were called upon by public notice to pay the respective amounts due by them before the end of the year, or forfeit their deposits.

Surveyor-general's Office, Prince Edward Island, }  
31st December 1842.

*Geo. Wright,*  
Surveyor-general.

Dr.			CROWN LANDS.			Cr.		
1842.		£. s. d.	1842.		£. s. d.	1842.		£. s. d.
6 Dec.	To cash paid Thomas H. Haviland per order of Lieutenant-governor, being his Excellency's travelling allowance for the current year, under the authority of Lord John Russell's despatch of 23d September 1839 - - -	100 - -	Mar. 24.	By balance, as per return furnished - - - -	1,022 11 10½			
	Balance - - -	1,693 2 7½	April 9.	By amount from Acting Surveyor-general, on account of sales - - - -	300 6 5			
		£. 1,793 2 7½	Aug. 16.	Ditto - - ditto - -	115 5 -			
			Dec. 31.	Ditto - Surveyor-general	354 19 4			
					£. 1,793 2 7½			
			Dec. 31.	By balance - - -	£. 1,693 2 7½			

Treasurer's Office, 14 February 1843.

*J. Spencer Smith,* Treasurer.

## CORRESPONDENCE RELATIVE TO EMIGRATION.

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—No. 4.—

PRINCE EDWARD  
ISLAND.  

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(No. 65.)

COPY of a DESPATCH from Lord *Stanley* to Lieutenant-governor  
Sir *H. V. Huntley*.

Sir,

Downing-street, 18 March 1843.

I HAVE received your despatch of the 13th February, No. 71, enclosing a statement of the account of sales of Crown lands in Prince Edward Island from the 11th April to the 31st of December last, and reporting that you had obtained payment of the arrears due by purchasers of Crown lands to the extent of 258*l.* 8*s.* 3*d.*, but that you had been requested to delay calling in the remainder of the arrears until the ensuing month of July.

I have to acquaint you in answer, that provided that this postponement is final, and the purchasers are peremptorily required to make their payments or abandon their land, I have no objection to sanction the proposed extension of time for receiving the money which is due to the Crown.

I have, &amp;c.

(signed) *Stanley*.

No. 4.

Despatch from  
Lord Stanley to  
Sir H. V. Huntley,  
18 March 1843.



## NORTH AMERICA.

## NORTH AMERICA.

No. 1.

H. U. Addington,  
Esq., to J. Stephen,  
Esq., 25 February  
1843.

Jan. 28, 1843.

— No. 1. —

COPY of a LETTER from *H. U. Addington, Esq.* to *J. Stephen, Esq.*

Sir,

Foreign Office, 25 February 1843.

I AM directed by the Earl of Aberdeen to transmit to you, for the information of Lord Stanley, a copy of a despatch from Her Majesty's Consul at Boston, enclosing the particulars relating to the formation of an Emigrant Society at that port for the relief of distressed British emigrants.

I am, &amp;c.

(signed) *H. U. Addington.*

(Extracts.)

Enclosure in No. 1.

Encl. in No. 1.

My Lord,

Boston, 28 January 1843.

My attention having been particularly given to the subject of emigration from the United Kingdom to this continent, I have the honour of laying before your Lordship some details of the efforts I have made to forward what I presume to be in accordance with the views of Her Majesty's Government in relation to the question.

A considerable increase in the number of arrivals at this port, chiefly from the provinces of New Brunswick and Nova Scotia, has taken place within the last two years, and, in consequence of the completion of the railroads, and almost all the other public works in this state, a large portion of the European labourers have been falling out of employment, and great distress among them has been the consequence, chiefly from their remaining in this city and its neighbourhood instead of proceeding into the interior of the country. At once to relieve such persons, and to promote the advantage of the island of Jamaica, I entered into correspondence with Sir Charles Metcalfe, the Governor, in the year 1841, and in the latter part of that year four vessels were despatched from this port with settlers, chiefly Europeans, with some Americans and a few coloured persons. From various circumstances these experiments failed, the settlers, but more particularly the Europeans, having given little satisfaction to the authorities of the island, and almost all the coloured people having died or returned to the United States.

I next turned my attention to New Brunswick, and interchanged several communications with Sir William Colebrooke on the subject; but I soon found that, from the scarcity of general employment and the non-existence of public works in that colony, it was fruitless to think of sending emigrants there from this place. The information I have at different times received from various emigration agents in Canada, with whom I have had personal and written communications, were not more satisfactory. I then directed all my exertions towards the establishment of an Emigrant Society in this city, for the object of giving information to emigrants, procuring them employment, and preventing the pauperism which throws them into the poor-houses and gaols, or causes their being sent back to Her Majesty's dominions to be a burthen to the country, and to prevent, by exaggerated accounts of the causes of their own failure in America, the emigration of many others, whose absence would be a considerable relief at home, while their coming here would, under good management, greatly benefit them, and enable them to contribute from their earnings to swell the very large amount of money remitted to relatives in Ireland by the labouring classes in the United States.

\* \* \* \* \*

I am happy to have it in my power to inform your Lordship of the complete success of my efforts, in consequence of personal explanations with the Governor and other functionaries of the state, the various gentlemen who have filled the office of mayor of the city for the last 20 years, and many of the leading citizens of all political parties. I have the honour to enclose some of the newspaper reports containing the accounts of the formation of the Emigrant Society, and a copy of Constitution.

Your Lordship will perhaps allow me to observe, that I strongly recommend the encouragement, to its greatest extent, of emigration from Ireland to the United States in preference to urging it in the direction of New Brunswick in the first instance. The Irish peasantry look to this country as their land of promise, and nothing is so likely to make them satisfied with a final settlement in the British North American colonies as having tried and been disappointed in the United States. They will then willingly seek their fortunes in Canada or the other provinces; and by the means of the society just established, every facility will be afforded to them for proceeding in those directions whenever they find that this portion of the country is overstocked with emigrants of the labouring class, and that they are looked upon by the natives with small regard, except while they are wanted to do the rough work which the former are unfit for.

Several hundred British subjects, in a state of total destitution, were sent from this city during the last year to various parts of England and Ireland, chiefly by vessels from New York.

NORTH AMERICA.

York. The funds from which the expense of such removals is defrayed are furnished by the payment of a capitation tax of two dollars, paid by every foreigner on landing at this port and the other ports of Massachusetts. The Act of Legislature authorizing this tax is called "An Act relating to Alien Passengers," and is dated April 20th, 1837. It expressly stipulates that the money thus raised is for the support of foreign paupers, and by virtue of the Act a superintendence of aliens was appointed, to whom the entire management of the funds were intrusted. Believing that this money can be legally employed only for the relief of foreigners, I hope to obtain, by an application to the Legislature, through the highly respectable persons composing the Emigrant Society, an appropriation of a portion of it for the support of the society.

\* \* \* \* \*

Hoping that my conduct in this matter will be approved of by your Lordship,  
I have, &c.  
The Earl of Aberdeen, K.T., (signed) T. C. Grattan.  
&c. &c. &c.

CONSTITUTION OF THE BOSTON EMIGRANT SOCIETY.

Article First.—The style of this association shall be "The Boston Society for the Diffusion of Information among Emigrants."

Article Second.—The object of the Society being to disseminate information and to give useful advice to strangers who have arrived in the United States, and to those who are desirous of emigrating from foreign countries to establish themselves in America, all the funds which may be at the command of the Society shall be devoted to this purpose, unless expressly otherwise ordered by donors who may choose to make this Society the medium of their benefactions.

Article Third.—Any person shall be and continue a member of this Society, who shall sign this Constitution, and shall pay into its treasury the sum of two dollars a year; the payment of 25 dollars shall entitle any person to be a member for life.

Article Fourth.—The annual meeting of this Society shall be held on the first Monday of January in each year after the first organization. At each annual meeting the Society shall choose by ballot 24 directors, 10 of whom at least shall be native Americans, and 10 of foreign birth, to hold their offices for the ensuing year and until they shall be re-elected or others shall be elected in their place. The Mayor and the President of the Common Council of the city of Boston, and all resident foreign Consuls, and Vice-Consuls acting as Consuls, shall also be, *ex officio*, members of the Board of Directors. The first Board of Directors shall be chosen at such time after the adoption of this Constitution, as the Society may by vote determine.

Article Fifth.—The Board of Directors, at their first meeting after their election, shall choose from their own number a President, Vice-President and Treasurer of the Society. They shall also at the same time choose a Secretary, who shall have a stated annual salary as general superintendent, to be fixed by the Board. All the said officers shall hold their offices until the close of the next succeeding annual meeting, provided that the Secretary and Treasurer shall be liable to be removed at any time and replaced by others, by vote of a majority of the whole Board. The Directors shall also have power to fill such vacancies in their own body as shall occur between two annual meetings, by death or resignation.

Article Sixth.—For the better transaction of the business of the Society, the Directors shall divide themselves into Committees, one of which shall give particular attention to it for each month in the year.

Article Seventh.—The Society shall hold regular quarterly meetings on the first Monday of April, July and October, at such place as the Board of Directors shall appoint. At each quarterly meeting the Board of Directors, through their Chairman, shall report their doings of the preceding quarter.

Article Eighth.—Special meetings of the Society may be called at any time by the President, or by any six of the Directors; notice of the same being given in not less than two newspapers printed in Boston, within not less than three days of the time of the proposed meeting.

Article Ninth.—The Board of Directors shall establish Regulations and Bye-laws for the administration of all the affairs of the Society, not provided for in this Constitution, and not inconsistent with the same.





E M I G R A T I O N.  
NORTH AMERICA AND NEW SOUTH WALES.

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RETURN to an ADDRESS of the Honourable The House of Commons,  
dated 9 March 1843;—for,

COPY of any REPORT or REPORTS made since the last presented to this  
House by the Emigration Agents of *Canada, New Brunswick, and New  
South Wales* to the Governors and Councils of those Colonies.

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Colonial Office, Downing-street, }  
17 March 1843. }

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G. W. HOPE.

(Mr. Vernon Smith.)

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*Ordered, by The House of Commons, to be Printed,*  
17 March 1843.

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## S C H E D U L E.

### CANADA.

No.	DATE.	SUBJECT.	PAGE.
1. Right Honourable Sir Charles Bagot to Lord Stanley.	26 Jan. 1843	Transmitting Annual Report of the Chief Agent of Emigration of the Province of Canada for the Year 1842 - - - - -	I

#### LIST of ENCLOSURES in the Report of the Agent of Emigration :

(A.)—Report - - - - -	1
(B.) No. 1.—Statement showing the Weekly Arrivals of Emigrants at Quebec and Montreal, during the Year 1842, specifying the Number of Adults, Males and Females; also the Male and Female Children under Fourteen and Seven, as well as the Number of Voluntary Emigrants, and those that received Parochial Aid - - - - -	9
(B.) No. 2.—Return of the Number of Emigrants Embarked, with the Number of Deaths and Births during the Voyage and in Quarantine, showing the Total Number Landed in the Colony, distinguishing Males from Females, and Adults from Children, with the Number of Vessels and Average Passage - - -	10
(B.) No. 3.—Names of Ports from which Emigrants came during the Year 1842 - - - - -	11
(B.) No. 4.—Comparative Statement of the Number of Emigrants arrived at Quebec since the Year 1829, inclusive - - - - -	11
(B.) No. 5.—Return of the Number of Emigrants admitted at the Quarantine Hospital from the 1st of May to the Close of the Navigation, 1842 - - - - -	12
(B.) No. 6.—Distribution of Emigrants arrived at Quebec in the Year 1842, as near as can be ascertained - - -	12
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# CANADA.

— No. 1. —

(No. 16.)

EXTRACTS of a DESPATCH from Governor the Right Honourable Sir  
*Charles Bagot*, G.C.B. to Lord *Stanley*.

Government House, Kingston,  
26 January 1843.

I HAVE the honour herewith to transmit the Annual Report of the Chief Agent of Emigration for the past year, together with the Appendix thereto.

As these documents only reached me yesterday, I am unable to offer any observations upon the general subjects to which they relate.

As a valuable appendix to these Reports, I have the honour to transmit a copy of a communication from Mr. Hawke, which describes the mode of conducting the business of his agency, and furnishes valuable information with regard to the expense of forwarding emigrants.

I further add the Report of the Medical Superintendent at the Grosse Isle quarantine station, with Mr. Buchanan's Report thereupon, which will complete the view of the emigration transactions of last season.

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

(A.)

(B.)

(C.)

(D.) (E.)

Enclosures in No. 1.

(A.)

Encl. (A.) in No. 1.

Office of Her Majesty's Chief Agent  
for the Superintendence of Emigration to Canada,  
Quebec, 31 December 1842.

Sir,

I HAVE the honour to lay before your Excellency, for the information of Her Majesty's Government, the following Report of the emigration to this province during the season of 1842.

It is gratifying to me to be enabled to state, that the expectations which, at the date of the last similar report made to your Excellency, I had found reason to form, have been very fully realised; and that the number of emigrants from the United Kingdom to Canada in the year 1842 has exceeded that of any previous year, with the exception, only, of the seasons of 1831 and 1832.

On reference to Paper No. 1 of the Appendix to this Report, it will be found that the total number of emigrants landed at this port during the past season is 44,374—614 of them coming within the description of cabin passengers. A comparison of this aggregate with that shown by the returns of the year 1841, will present an increase in favour of the past season, amounting to 16,288 persons. The paper here referred to presents a tabular view of the immigration of the season, divided into weekly periods. It distinguishes the adults, the children between 14 and 7 years of age, and those under seven, as well as the males and females; and it shows, further, the proportion of the whole who were ascertained to have received parochial, or other assistance, in aid of their removal from the United Kingdom to this country.

Paper No. 2 of the Appendix is an abstract of the records of this department, and shows the total number of emigrant vessels arrived, with an average of their passages from port to port—the number of steerage passengers embarked—the deaths in course of the passage, and in quarantine—and the number landed; distinguishing, in every case, the adult persons, the children between 14 and 7, and those under seven years old; and, also, the male from the female, adults, and children.

Paper No. 3 furnishes a list of the seaports in the United Kingdom, and the Lower Provinces, whence the immigrants were received, showing, at the same time, the number embarked at these ports, severally, and distinguishing the cabin from the steerage passengers. This abstract presents the aggregate number of emigrants: from England, 12,191; Ireland, 25,532; Scotland, 6,095; and from the Lower Ports 556.



PAPERS RELATING TO EMIGRATION.

CANADA.  
No. 1.  
Sir C. Bagot to  
Lord Stanley,  
26 January 1843.  
  
Encl. (A.) in No. 1.

Paper No. 4 is a comparative statement of the emigration into this province from the year 1829 to 1842, both inclusive. The total number arrived within this period of 14 years is 366,181; of whom, had sailed from ports of England and Wales										96,324
Ireland	-	-	-	-	-	-	-	-	-	222,415
Scotland	-	-	-	-	-	-	-	-	-	42,424
Nova Scotia and ports on the Continent of Europe	-	-	-	-	-	-	-	-	-	5,018
										366,181

I am under the necessity of referring to a disaster attending the emigration of the early part of the season; but it is subject of sincere gratification to me that the year has closed without loss of life by shipwreck, or other casualty, connected with the voyage from Europe.

By the violence of a gale and snow-storm, which occurred when they had reached the entrance of the St. Lawrence, on the night of 9th-10th May, two vessels, bound for Quebec, were stranded, and their passengers placed in extreme danger. The ship Kent, Gardiner, master, was driven ashore at Seven Island Bay, situate about 300 miles below this port, and the passengers, 54 in number, were rescued only, after some lapse of time, through the humanity of the master, Simpson, of the ship Llan Rumney, of Hull; by this vessel, however, they and their effects, the greater part of which were recovered, were brought in safety to this port. The other vessel lost was the ship Jane Black, Gorman, master, from Limerick, which was thrown on the rocks off Cap des Monts, at a distance of 250 miles from Quebec. The number of passengers on board of this ship at the time of her being wrecked was 417; but although the loss of a considerable portion of their luggage was entailed upon these unfortunate people by the casualty, their lives were preserved: they were landed and placed under temporary shelter, and eventually conveyed to their destination by a steamer despatched under my direction for this purpose. The peculiar circumstances attending the wreck of this vessel, and the measures which I felt it my duty to adopt for meeting the contingency, are detailed in my Report to the Chief Secretary, a copy of which will be seen in Paper No. 10, at page 23 of the Appendix.

Those were the only cases which occurred during the season to the hazard of human life on the voyage by sea between Europe and this port; but I regret to be compelled to report one of the most extensively fatal accidents which have ever taken place since the introduction of steam navigation on the inland waters of the province: I allude to the case of the bursting of the engine boiler of the steamer Shamrock, on her passage between Montreal and Kingston, and at the time of her traversing Lake St. Louis. The Shamrock had on board at the time upwards of 120 passengers, chiefly English emigrants, with their luggage, and the violence of the explosion was such as to involve the death of 47 of these unfortunate people and of two of the crew; of the remaining passengers many were seriously injured, and all lost nearly their entire property by the subsequent sinking of the vessel. The bodies of those killed were eventually recovered and decently interred; the property found on them, which, in some instances, amounted to a considerable sum, being duly taken charge of by the coroner. Every aid and attention also were afforded by the owners of the vessel to those who had been personally injured or subjected to loss of property, and charitable contributions were readily procured for the relief of those rendered destitute.

Until within a very short period of the present time, there had been in employment on the St. Lawrence and its chain of lakes but few steam-vessels constructed on the high-pressure principle; and to this circumstance it may be owing that the country has had room to congratulate itself on the occurrence of so comparatively small a number of casualties, similar to that of the Shamrock's explosion. The horror which was produced by this accident in all minds brought to reflect on its circumstances, has given rise to a general disposition to see steam-engines of all descriptions, but particularly those worked under high pressure, in the propelling of passenger vessels, placed under supervision, and subjected to the regulations that would seem requisite to remove the risk of future disaster, whether from insufficient construction, or from improper management; and I have every reason to hope, that with the approval of your Excellency's government, the necessary legislative measures to this end will be duly considered and enacted.

It is gratifying to me to be enabled to report, that the general health of the immigrants of the past year has been comparatively lightly affected by their sea voyage and change of climate. Several cases of severe sickness on the voyage have occurred, and, as I have had occasion fully to detail, in my weekly reports, one or two instances of extensive mortality. On the other hand, the favourable passages which a large proportion of the passenger-vessels experienced, and particularly those which arrived in the early part of July, secured to the passengers a great share of comfort and convenience, and an almost complete exemption from disease. The deaths at sea, in the course of the season, have amounted to 264; those in quarantine to 54; and the number of those which occurred amongst immigrant patients, admitted into the Marine Hospital of this city, within a short period of their arrival in the country, as will appear on reference to Paper No. 5 of the Appendix, amounted to 32, making a total of 350.

Compared with the aggregate emigration of the season, the proportion of deaths will appear to equal 0.78, or somewhat more than 3-fourths per 100 souls embarked. The mortality occurring amongst emigrants, and particularly that suffered in the course of their passage,

## PAPERS RELATING TO EMIGRATION.

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passage, is found, from the returns to which I have already had occasion to refer, to affect, almost exclusively, young children and infants. That it must remain a difficult task to reduce materially the proportion of infant deaths in the period of the emigrants' outset, may be admitted; but I have every confidence that the operation of the New Passenger Act will, in some degree at least, have this result. Every regulation tending to secure the parent from privation, anxiety, or discomfort, must bear upon the young child, and most directly upon the infant; and it may not be unreasonable to hope, therefore, that the next year's returns will show an improvement under this point of view; permitting comparison with those manifest ameliorations in every other respect which have been effected through legislative interposition, and the systematic attention to which emigration from the United Kingdom is now subject.

The periodical report of the medical superintendent of the quarantine establishment at Grosse Isle has been rendered to your Excellency, in the most detailed form; and a copy has been furnished to me also by Dr. Douglas, under instructions from the Chief Secretary. This document shows that the medical treatment of the immigrants, and the general management of the institution, have been productive of the most satisfactory results. Of a total number of 488 persons admitted in the course of the season into the hospital wards, of whom 340 were cases of fever and 56 of small-pox, there were discharged, cured or convalescent, 434; the deaths, compared with the admissions, being, consequently, 11 per cent. only. Compared with the total number of immigrants arrived in the course of the season, this proportion of deaths amounts to 0.12, or considerably less than 1-ninth per cent., showing an improvement in the results of the hospital treatment, even over the year 1841, and admitting a most favourable comparison with every previous season. At the Marine Hospital the patients admitted have been 312, of whom the cured and convalescent amounted to 280; the deaths being as 10.25 to 100. By a reference to Dr. Douglas's abstract of admissions to hospital at Grosse Isle, appended to his report, it will be found that the proportion of cases comprehended within the various types of fever has been very large, including almost all the cases of disease affecting adult persons.

Amongst children, small-pox and measles appear to have been the most extensively active forms of disease; and these had, doubtless, been the chief causes of the numerous deaths which occurred, on the sea voyage, in this class of the immigration. More than one creditable statement has been made to me to the effect that the introduction of cases of evident small-pox has taken place on board passenger-ships at the time of embarkation, with the almost certain prospect of general contagion. Indeed, the frequent recurrence of cases of this kind is notorious; and I am led, therefore, to venture to suggest to your Excellency's government, whether or not some provision for a medical inspection of steerage passengers, at least as far as the chief ports of embarkation are concerned, might not be made, with a prospect of the prevention of contagious disease in that most fatal field for its action, the crowded emigrant vessel.

The number of cases of infringement of the law by masters of emigrant vessels which have occurred in the course of the season, show that the complete abatement of the evils against which the Imperial Acts for the protection of passengers were framed, was not to be effected unless by the most persevering enforcement of these enactments. For although in some of the cases in which it has become my duty to direct prosecution there may have appeared room to admit ignorance of the law as an excuse for the offence, in by far the larger proportion of instances, I have had no reason to doubt that a deliberate consideration of the chances of gain, and the risks of penalty, has resulted in the attempt to evade the law, and set its supporters at defiance. With this experience, I am forced to a conviction of the necessity of permitting no future infringement of the regulations for the protection of the emigrant to pass unaccompanied by the infliction of the severest penalty upon his oppressor.

The collector of customs at this port has been under the necessity of enforcing the penalty in no less than seven cases of vessels found to have carried a number of passengers exceeding the amount permitted by the law, in proportion to their tonnage. The cases also in which it has become my duty to institute prosecutions for infringement of the Passenger Act, have been, I regret to say, much more numerous than in former years. In consequence of instructions, received through the Chief Secretary, in the latter part of June last, to the effect that the enactments regulating the superficial space between decks of vessels conveying emigrants should be strictly enforced, I lodged in the hands of the Crown law officers, at different times, the information necessary for founding proceedings against the following vessels; viz.

The Mary	-	-	-	from Liverpool.
Jane Melvaine	-	„	„	Londonderry.
Thomas & Hannah	-	„	„	Ditto.
Bruce	-	-	-	Westport.
Lively	-	-	-	Galway.
Joseph Green	-	„	„	Thurso.
Exile	-	-	-	Belfast.
Springhill	-	-	„	Donegal.
Dumfriesshire	-	„	„	Belfast.
Independence	-	„	„	Ditto.
Lord Seaton	-	„	„	Sligo.
Dromahair	-	-	„	Ditto.

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (A.) in No. 1.



CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (A) in No. 1.

The masters of eight of these vessels were severally convicted in the penalty of 20*l.* sterling. The cases in which the last four enumerated in the list are involved, owing to legal difficulties, encountered in their prosecution, and which have been already fully reported to your Excellency, remain yet undecided.

The masters of the brigs *Tottenham* and *Leo*, the former from *Ross*, the latter from *Wexford*, I procured to be fined under the provincial enactment, which renders it penal in the master of the vessel to remove the berthing of his passengers previously to arrival in port; and under the same enactment, —, master of the ship *Mountaineer*, from *Liverpool*, was, on prosecution, fined in the sum of 5*s.* currency in each of 26 cases of removal of the berthing of passengers in his vessel. The amount of these penalties has been duly accounted for to the collector of Her Majesty's customs at this port. The master of the *Mountaineer* was further prosecuted, upon the charges of having issued impure and unwholesome water to his passengers, and of having exacted exorbitant prices for the provisions sold by him to them in the course of the voyage; and the court, upon the evidence adduced, thought fit to award penalties for each infraction of the law. The *Mountaineer* was reported by me on the 27th August as having landed her large number of passengers in the worst condition, from the joint effects of disease and scarcity of food. Her passage had extended to 68 days; and 32 deaths had occurred among 511 souls embarked on board of her. The brig *Mary*, —, master, from *Liverpool*, also was reported by me on the 2d July, as having arrived with 213 passengers in the most distressed state of disease and suffering. Five deaths had occurred previously to her arrival at the quarantine station, and two more immediately after; while 56 cases of typhus required hospital treatment. The medical superintendent at *Grosse Isle* has, in his report, fully detailed the condition of these vessels on their arrival there, and exposed the gross negligence by which disaster, so extensive as these cases exhibit, was permitted. There have been, I regret to say, frequent instances of neglect on the part of ship-masters towards their passengers. It is a satisfaction to me, however, to be enabled to report these two vessels only as cases of an aggravated nature; very generally the passenger-ships exhibit improvement in their management; and numerous instances of considerate attention and humane conduct in their commanders have come under my immediate observation.

Among the cases of protection afforded by the department in my charge to immigrants subjected to wrong on the part of the owners of passenger ships, I have particularly to notice that of the brig *Lively*, from *Galway*, with 192 passengers. These people had engaged their passages to *St. John's*, *New Brunswick*, and were brought to this port in open violation of their agreement. Immediately on obtaining a knowledge of the circumstances, and ascertaining the correctness of the statements of those interested, I caused the institution of proceedings against the vessel; and I am required in justice to add, that the master, who, it appeared, had been appointed to the command within a few days only of her sailing, and who was consequently not involved in the imposition, showed immediate willingness to indemnify those of the passengers who were contented to remain at this port, and every alacrity in the procuring of means of conveyance for those persevering in their original intention. I am happy to be enabled to say, that although cases of this description of fraud are known to have occurred numerous in former years, the penalties to which the parties concerned have been with some difficulty made liable have had the effect of nearly altogether deterring such attempts; the instance of the *Lively* being the only one to which I have now to allude. The particulars of this case will be found in detail, with a copy of the affidavits upon which I became required to take proceedings, in Paper No. 11, page 24 of the Appendix.

The general circumstances of a very considerable portion of the immigrants of the season may be reported to have been such as to secure them from all distress on their passage to this port, as well as from all difficulty in their progress hence to their several places of destination. Indeed a reference to the details comprehended in the weekly reports, which I have had the honour, from time to time, to submit for your Excellency's information, will show that many persons of extensive property have reached the country, with the intention of becoming settlers, or of establishing themselves in trade. The passengers by the *Blonde* and *Faronia* from *Glasgow*, the *Marquis Wellesley* from *Dublin*, some of those by the *Catharine* and the *Minstrel* from *Liverpool*, the *Chieftan* from *Larne*, the *Jane Duffis* and *Gazelle* from *Donegal*, brought with them very considerable sums of money, as capital for investment, chiefly in land; and I became aware, in the course of the season, of numerous instances of the arrival of families in the possession of extensive wealth. A still larger class of this year's immigration has consisted in respectable yeomen and mechanics, having sums of money in their hands, varying from 20*l.* to 200*l.* sterling; and with these may be properly included the higher description of agricultural labourers, whose frugality had saved, or whose good conduct and character had procured as aid, sums amply sufficient to meet the necessities arising in the course of their progress, either to land or situations of permanent employment. But under the circumstances of a greatly extended immigration, induced, or compelled, by extreme distress affecting the lower grades of operatives, in almost every description of manufacture in the United Kingdom, it was to be anticipated that poverty would accompany a large proportion of those arriving in Canada. A comparatively small expense is involved in the removal of a family from a British port to the shores of the *St. Lawrence*; and the facilities in the provision of passages, and for embarkation, which the interest of the owners and charterers of shipping employed in the trade of this country leads them to offer, even to the least intelligent, have, for many years past, led to Canada, rather than any other colony of the empire, a great share of the most destitute of those

## PAPERS RELATING TO EMIGRATION.

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those whose thoughts tend towards emigration. So long as similar causes shall operate, the same result must be experienced; and your Excellency is, therefore, doubtless, prepared to learn, that although the province has been the resort, in the course of the past season of such a number of immigrants of property, and superior intelligence, as considerably to exceed the accessions of the previous year, the increased number which the returns now transmitted show, as the aggregate arrivals, may be assumed to arise, chiefly, if not altogether, from an increase in the numbers of the poorest and most destitute classes. It is on this description of persons that deception may be most easily practised previously to their embarkation; and it is these, who from their deficient education, and careless habits, may be permitted, by negligent superintendence, to suffer the most fatally on their voyage. Their limited means rarely extend to the provision of all that their immigration demands, and it is to them, and to their wants, therefore, that attention is most frequently required to be paid, as well on their landing at this port, as in their attempts to reach sources of permanent subsistence. I regret to say, that of the poorer classes of the year's immigration, a small proportion only have been exempt from suffering and privation on their voyage; and I have reason to know that it has been only through the assistance afforded them by this department, under your Excellency's instructions, that continued distress and discouragement have been prevented from attending their course subsequently to arrival within the province.

The passengers by the ships *Bowling*, *Wexford*, *Harper*, and *Renfrewshire*, from Glasgow, 946 in number, were of the class of manufacturing operatives, and having embarked under circumstances of extreme poverty, had probably evaded the law prescribing the stock of provisions which shall be taken on board for the Quebec voyage; for before the expiration of their passage, in no case exceeding 58 days, they were already under privation, from the exhaustion of their stores; and on arrival here it became necessary to supply them with food for their immediate support. The brig *Percival*, from Cork, occupied only 55 days on the voyage to Quebec, yet the stores of the passengers, 149 in number, had been some time before wholly exhausted, and the vessel compelled to put into Sydney, Cape Breton, for a renewed supply.

The passengers by the *Compton*, from Liverpool, in a passage of 63 days, and the *Ayrshire*, from Newry and Dublin, in 51 days, were likewise short of provisions previously to arrival; and it is probable that in many cases which, from the natural desire of the parties to conceal their own evasion of the law or their want of economy, did not come so plainly before me, there had been short supplies laid in for the voyage, and consequent exposure to distress. The operation of the New Passenger Act of the Imperial Legislature, I have every confidence, will wholly remove the possibility of a recurrence of similar cases; for the clause which enacts that the ship shall provide and issue a supply of bread, or its substitutes (sufficient alone to obviate want), promises to be found capable of enforcement by the emigration agents at the ports of embarkation, without the practical difficulties that must have been attendant on every attempt to carry out the terms of the former law.

Paper No. 8 of the Appendix affords an abstract return of the voyages performed by the passenger-ships which have arrived from British and Irish ports, in the St. Lawrence, in the course of the season. It is divided into semi-monthly periods, which very plainly show shorter averages for the early portion of the season than for the months of July and August. The vessels sailing after this latter period appear to have had passages equal to those of the spring; but as the autumn is the least favourable time of the year for the arrival of the immigrant on these shores, whether his employment or his health be the subject considered, it is between the spring and the summer passages that the comparison remains to be drawn; and there is evidence in this table to show that the months of April and May are those in the course of which the departure of the emigrant ought by all means to take place.

The statement which will be found in Paper No. 6, at page 12 of the Appendix, is a compilation of the returns that I have received throughout the season, from Mr. Hawke, chief agent for Canada West, as well as the local agents of the department in both sections of the province, of the distribution of the emigrants of the year. It is unnecessary for me to remark, in reference to this statement, that the means of being strictly accurate have not existed within my reach; I may, however, add, that I have no reason to doubt the general correctness of all the returns on which it is founded, or the justness of the result which it presents.

The great body of the immigrants, it is gratifying to find, have remained inhabitants of the province, and settled in the Western Section; the number of those ascertained to have resorted to the United States, together with an addition to cover probable defect in the return, being not more than 2,500. On the other hand, although the immigration which this country has received, through the United States, is supposed by Mr. Hawke (see page 25 of the Appendix,) to be about 6,000 souls, I have grounds for believing that, taking the entire province into view, it has been considerably more extensive, and that the total accession to the population of Canada, in the course of the year, must have been at least 50,000.

This influx, consisting as I have already had occasion to show, in great proportion of a labouring class, forced by want of resources to seek early employment, may be supposed to have produced material effects in over-supplying the demand for labour. This occurred particularly at the various points on the great line of water communication at which the immigrants necessarily land and take up their temporary abode. The rates of wages had previously tended towards depression, from the severe check which all commercial operations

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26 January 1843.

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tions had recently received; and the public works of the province were, at an early period, fully supplied with experienced Old-country labourers coming from the United States.

When the prospect of extensive employment, therefore, which had been held forth in the prosecution of the works of the St. Lawrence Canal, and other provincial undertakings, was, from this circumstance, in great part removed, there was room to apprehend that some distress might be experienced by the immigrants newly arrived by the route of Quebec. This may have been the case to a small extent; but although the wages of ordinary labourers have suffered a reduction of one-fifth to two-fifths of their previous average amount; and although some of the immigrants of the season may have remained for a considerable period unemployed, the very great abundance of provisions, and necessities of all kinds, and the unprecedentedly low prices which they have borne in every part of the province, have maintained the employed in circumstances quite equal to those of former years, affording superior wages, and very generally relieved those not supplied with situations of profit, from every apprehension of want. It is to the reduction experienced in the labourer's demands, and the moderate rates of all agricultural produce also, that I attribute the circumstance of comparatively few existing cases of distress among emigrants, even at the present trying time of the year.

From reports which reach me from all parts of the province, I have reason to think that few of the industriously disposed of the population remain without employment; and that none who have proceeded to the country districts can want the means of support.

Paper No. 7 of the Appendix contains an abstract of my weekly reports, made up with a view to show the number of immigrants whose removal to this country has taken place through the intervention of parish authorities in England, or by the aid of landlords and charitable societies in Ireland and Scotland. Of these 831 persons, as shown by the abstract, received, under my inspection, the amount of aid promised to be furnished them on landing in this country, viz. 1 *l.* sterling for each adult, and for children in proportion. The remainder of the families brought within this classification appeared, to the extent of the greater number, to have received, on departure from Great Britain, some assistance in addition to the cost of their passage and provisions. But the best information I could obtain left it doubtful whether there were not many who had received nothing beyond the means of transport to this place. The Scottish immigrants included in the list, are those already alluded to as constituting two or three societies for the purpose of mutual relief. These societies had received some aid from charitably disposed persons in Scotland; yet with this and their joint means, the members were landed under circumstances of much distress; and having literally nothing that could be converted into means of support, were necessarily early claimants for relief from this department. I may refer, for a detailed account of the situation of these parties, severally, at the time of their arrival, to the weekly reports furnished throughout the season.

The provincial law imposing a duty of 5 *s.* currency on each adult immigrant arriving in this province, came into force on the 1st March last. The amount received under this enactment, at the ports of Montreal and Quebec, appears from the returns of the customs department, to have been 8,556 *l.* 15 *s.* 10 *d.* Halifax currency.

The grant of the Imperial Legislature, made in the course of its last Session, for the purpose of affording relief to destitute immigrants on arrival in this country, was 5,000 *l.* sterling; and a further appropriation, by the same authority, has made available, for meeting the expenses of the agencies of the emigrant department, a sum of 1,500 *l.* sterling. These together constitute a sum of 7,222 *l.* 4 *s.* 5 *d.* Halifax currency, and make the total fund available for the purpose of immigrant superintendence and assistance, in 1842, 15,789 *l.* 0 *s.* 3 *d.* Halifax currency.

The arrangement which your Excellency, on the 11th April last, was pleased to direct should be carried into effect respecting the management of the accounts of the emigration department, and their control by the chief agent, enables me to state, in a condensed form, the result of the operations of the year throughout the entire province, and to bring into one view the total expenses that have been incurred.

The expenditure involved in the assistance, through donations of provisions and necessities, and the transport inland of the more destitute classes of the year's immigration, has amounted, in the aggregate, to 11,310 *l.* 14 *s.* 2 *d.* currency. This sum, however, includes also all the expenses of the medical care of such immigrants as may have required it in every part of the province, exclusive of Quebec. The amount expended in the purchase of provisions supplied at all the points at which agencies exist, is 1,725 *l.* 7 *s.* 7 *d.*; the amount paid for transport, chiefly on the main line of interior communication, has been 8,434 *l.* 1 *s.* 3 *d.*; and the charges for medical assistance have been 1,151 *l.* 5 *s.* 4 *d.*

In the course of the past season, have been erected various buildings for the lodging of newly-arrived immigrants, and as hospitals for the sick, at Montreal, Kingston, and Toronto, involving a contingent expense amounting to 782 *l.* 5 *s.* 11 *d.*; and lastly, there has been paid, as salaries and contingent disbursements of the chief agent, and agents of the department at Kingston, Montreal, Toronto, Bytown, Hamilton, Port St. Francis, and Cobourg, a total of 1,671 *l.* 11 *s.* 10 *d.* The entire expenditure of the department, for the year 1842, having been 13,764 *l.* 11 *s.* 11 *d.* Halifax currency.

When the circumstances, detailed in my weekly reports, as affecting the condition of the immigrants of the year, and the representations contained in the former part of this report, shall be taken into due consideration, I feel assured there will be found ample justification of this increased expenditure.

Not

## PAPERS RELATING TO EMIGRATION.

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Not only has the immigration of the present exceeded that of the past season by upwards of one-half, but the number of cases in which the agents of the department have been compelled to admit claims for relief, has extended very much beyond the proportion which all former experience could have anticipated.

There have been forwarded from this port to Montreal, and the intermediate places of debarkation, at the charge of the emigrant fund, 9,302 persons; 13,280 have been furnished with passages upwards, from Montreal to Bytown and Kingston; 8,766 from Kingston to Toronto, Hamilton, and other places on Lake Ontario; while 6,837 have been conveyed from one intermediate point to another; upwards of 1,200 persons have received the advantage of medical attendance at the different agencies; and lastly, the aggregate of the applications for relief from temporary distress, admitted by the agents of the department within their several districts, are found to amount to 46,910.

Following an abstract of the expenditure of the past year, I may properly offer such suggestions as I may have it in my power to furnish, with reference to the prospects of the ensuing season's immigration, and the contingencies connected with it, against which it appears necessary to provide.

The state of the lower classes of the population of the United Kingdom has continued to be exceedingly depressed; and although at the present moment somewhat more extensive employment may be offered them, a general redundancy of labour seems to afford to the most industriously disposed operatives, slight prospects only of future permanent improvement in their condition. The consequence will doubtless be a continued universal disposition to emigrate; and when it is reflected that this colony has been widely published as the field of certain success in settlement, and that its circumstances render it easily and inexpensively accessible, there is no reason to doubt that an extensive immigration of the poorer and worst provided classes will take place in the ensuing season. The enactments of the new Passenger Bill, inasmuch as they tend in some degree to increase the expense of the outward passage, and the depression in the timber trade of this country, which threatens still further to reduce the number of vessels resorting to the port of Quebec, may be found to interrupt the plans of those whose means are of the most limited extent; but, on the other hand, the discouragement which is offered to emigration to the United States, will turn additional numbers towards this country; and although the charge for passage may become slightly increased, the low price of every description of provision will probably make the total expense of removal no greater than it has been hitherto.

I am led, therefore, to anticipate, that the next season's immigration will equal or exceed that of the last; and that the lower and more destitute class will bear even a larger proportion to the whole.

As it is this description of persons that entail the largest amount of expenditure in their assistance, and as I am unable at present to discover room for the practice of stricter economy in the application of the relief fund to this purpose, the estimate of the amount likely to be required in the course of the ensuing year, under arrangements similar to those hitherto in force, must be based, I conceive, upon the past season's expenditure: this amounted to 13,764*l.* 11*s.* 11*d.*; and being lessened by the amount of disbursement incurred in the employment of a steamer, in the case of the wreck of a passenger ship (a contingency which, from the circumstance of a properly constructed sea-going boat being now maintained at this port, can scarcely recur), 500*l.*, and by the difference between the cost of the permanent buildings erected in 1842, 782*l.* 5*s.* 11*d.*, and the estimate for necessary repairs in the ensuing season, 182*l.* 5*s.* 11*d.*, 600*l.*, will show a sum of about 12,660*l.*, Halifax currency, which I would respectfully submit to your Excellency's consideration as the expense to which this department may be subjected up to the close of 1843.

The emigrant tax, which, under the continued operation of the Act, may be expected to be collected in the course of the season, must bear a similar proportion to the numbers of the immigration, as hitherto. If this resource, therefore, be set down at a probable amount of 8,500*l.*, there will remain a sum of about 4,000*l.* unprovided for; and as the balance remaining of the last year's appropriation is comparatively trifling, while there is reason to fear that the estimated limits of the next season's liabilities may prove to have been too much curtailed, I am led to hope that the grant of the Imperial Legislature, which will be made in lieu of the payments originally contemplated in the passage of the Emigrant Tax Bill, will not be less than the amount voted last year, viz. 5,000*l.* sterling.

I am indebted to Her Majesty's Consul at New York for the means of stating the number of emigrants from the United Kingdom landed at that port in the course of the past year, at 51,800. This return shows an increase over the arrivals of the previous season, amounting to 19,391 persons. I have, through the same channel, obtained information of the number of persons who have sailed from New York to Great Britain and Ireland in 1842, and it will be matter of surprise that so large a proportion as 9,521 persons within one year should have found themselves compelled to return from the United States to their native country.

The condition of virtual bankruptcy to which so many of the state governments of the Union are at the present moment reduced, has produced a total interruption in the progress of almost every public work. At the same time there exists the severest depression in both the trade and the agriculture of that country; and the greatest exertions of American enterprise are insufficient effectually to support the untoward circumstances of the times. The result is apparent in the destitution forced upon the labouring classes of immigrants, depending upon the employment offered, up till now, by the numerous canals and roads

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undertaken, and in the disappointment suffered by those whose more ample means have been directed to settlement in the Western States. The statement which I have here brought under view does not show, by any means, the entire re-migration from the United States. The ports of Philadelphia and Boston, as well as various others on the Atlantic coast, have possibly been the points of departure of a further large number of persons; and, as I have had occasion to state elsewhere, the numbers who have proceeded to Canada, either immediately on arrival at the American port, or after a residence of a greater or less duration, have equalled those shown to have sailed from New York. Even from Michigan, Illinois, and other hitherto most favoured sections, the return of British settlers to the western districts of the province, has been of extensive occurrence; and it is not to be wondered at, that while the native American settler is the sufferer from redundant production, he should lay himself open to the charge of evincing an inimical feeling to those of foreign origin who crowd on his footsteps.

In approaching the close of this report, I feel called upon to allude to the prospects which the province seems to afford to the emigrant from the United Kingdom who shall resort to it in the course of the ensuing season. I have already offered to your Excellency the considerations under which I have been led to anticipate the arrival of many ill provided and even destitute persons, the assistance and direction of whom must involve considerable expense, and demand the utmost exertions of this department. The promise of employment for this class is, I regret to say, by no means extended since the close of the last year. The influx of labouring emigrants from the United States, owing to the utter impossibility of procuring employment there, has continued up to a late period, and the public works in progress remain supplied, to a great extent, from this source, and by labourers already residents of the country. The rates of wages continue depressed, even beyond the proportion generally admitted in the winter season. But I have reason to think, that although speculative undertakings are, and must continue to be, plainly discouraged by the altered circumstances of the country; and although the point to which the enterprise and activity of the commercial interests have forced their operations cannot be for the present advanced, there is no ground for apprehending that there will not be employment, to a considerable extent, open to labourers of all descriptions, nor any room to fear that the reduction in their wages will be such as in any degree to curtail their comforts. It is probable, indeed, that so soon as the establishment of the necessary new relations between its various interests shall be perceptible, the country will evince a renewed industrial energy, and discover yet unattempted objects of enterprise. In such case, the demand for labour may extend so far as materially to increase the rates of wages, or even to restore them to their former limits. In the meantime, as I have already explained, the labourer is now, notwithstanding his diminished remuneration, at least equally well situated as he has hitherto been, in respect to subsistence, and perhaps not less able to lay by a surplus for the eventual acquirement of land. It is to ordinary labourers arriving at this port, and landing under circumstances which render them dependant on immediate employment for the support of themselves and their families, that these remarks apply. Referring to the classes of immigrants who come provided with some small resources, and who are accordingly in a condition to support temporary difficulty in finding employment, I may speak more confidently; for these not crowding the chief towns and landing places, nor subjected to the risk of immediate want, may spread themselves throughout the country, and reach the situations that readily offer in favour of their better appearance and generally superior intelligence. Artisans and tradesmen come under this view, and have prospects of advantage quite equal, I conceive, to those which former seasons of higher wages, but proportionally increased expenses, may have offered.

It is gratifying to find that remittances to a very considerable amount continue to be made from this country to the United Kingdom, by mechanics, farm servants, and labourers, for the purpose of aiding the future emigration of their relations or their friends; showing that there is ample opportunity for industry to lay by a portion of its earnings. Even in the cases of some very recently arrived immigrants, who had obtained employment on the roads or canals of the province, funds have been saved for this purpose, or deposited in the savings banks. But I am required pointedly to remark, that it is manual labour chiefly which, in this country, obtains superior remuneration. There are some descriptions of persons who cannot benefit themselves by resorting to it, at least at the present time; and many must, in so doing, change their condition materially for the worse. Active and intelligent mechanics, industrious farmers, and farm servants, well-conducted domestic servants, and able-bodied labourers, are those who will find themselves improved in condition by emigration. But clerks and accountants, persons aspiring to be factors or overseers, and many others, indisposed or incompetent to devote themselves to bodily labour, experience much distress and disappointment; and may be emphatically warned of the error of emigrating to this country.

To those whose object is settlement, and the cultivation of land, this country continues to promise very certain success. The reduced prices borne by agricultural produce would seem to take away from the profits to be realized by the farmer who brings into application his own manual labour only; but there are few who do not require the assistance of others in subduing the forest, or cultivating the improved farm; and since both this assistance, as well as all the necessities of life required to be purchased, may now be obtained more cheaply than formerly, it may be assumed that the settler, even on the most limited scale, continues to have before him ample encouragement. In the case of those who contemplate the hiring of labourers for the performance of more extensive works of improvement, the circumstances

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circumstances of the country will appear decidedly more advantageous than hitherto. The high value of labour, and the occasional difficulty experienced in procuring full assistance at the seasons in which agricultural undertakings might require it, have operated to prevent the investment of extensive capital in this way. Henceforth it may be found, that the expenses of farming being reduced correspondingly with its returns, the result continues equally favourable, while greater facilities in the procuring of agricultural labourers permit its being conducted on a scale not hitherto reached, and render it an employment more nearly correspondent in its character to that of the extensive farmer of Great Britain or Ireland.

Lands, both wild and under partial improvement, are offered for sale, to a large extent, in every section of the province. The several land companies, and many private individuals, offer lands for sale on liberal and advantageous terms, and their agencies are established at all the principal towns, for the ready reference of persons desirous of purchasing. The Crown also offers for sale extensive tracts in both sections of the province; those in Canada West at 8s. per acre, those in Canada East at 4s. and 6s. per acre, according to situation.

The districts which have been opened by roads of access, and placed under a system which offers to each efficient settler a free grant of 50 acres of land, continue to hold out to immigrants of enterprise a further resource on their arrival in this country. The class of the immigrants who possess the means of support for the period which must necessarily intervene between their establishment and the realization of their returns, but who have not, perhaps, sufficient funds to meet, at the same time, the payment of the price of land, must find material advantages under these arrangements, which leave their entire resources to be devoted to the purposes of their settlement.

Having thus brought before your Excellency every matter connected with this department which has appeared to be worthy of notice during the past season, I have the honour to conclude by requesting your Excellency will be pleased to transmit this Report to Her Majesty's Principal Secretary of State for the Colonies, for the information of Her Majesty's Government.

I have, &c.

The Right hon. Sir C. Bagot, }  
&c. &c. &c.

(signed) A. C. Buchanan,  
Chief Agent.

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (A.) in No. 1.

(B.)

— No. 1. —

The following STATEMENT shows the Weekly Arrivals of EMIGRANTS at Quebec and Montreal, during the Year 1842, specifying the Number of Adults, Males and Females; also the Male and Female Children under Fourteen and Seven, as well as the Number of Voluntary Emigrants, and those that received Parochial Aid. (In this Return the Deaths on the Voyage and in Hospital are deducted.)

Encl. (B.) in No. 1.

WEEK ENDING	Adults.		Under 14 Years.		Under 7 Years.		Parochial Aid.	Volun- tary.	Total each Week.
	M.	F.	M.	F.	M.	F.			
From 9th to 20th May -	488	310	80	61	132	88	258	901	1,159
21st to 28th May -	2,014	1,182	258	250	480	486	25	4,645	4,670
4 June -	2,153	1,548	307	287	577	517	112	5,277	5,389
11 -	2,002	1,442	372	301	630	468	735	4,480	5,215
18 -	1,116	705	217	149	375	225	327	2,460	2,787
25 -	1,211	920	168	153	288	254	-	2,994	2,994
2 July -	2,169	1,668	338	327	490	556	308	5,240	5,548
9 -	2,753	2,149	440	453	674	709	477	6,710	7,187
23 -	316	249	71	51	71	63	38	783	821
31 -	172	123	40	32	57	48	63	684	747
13 August -	451	286	81	80	127	114	-	864	864
20 -	258	204	56	40	67	67	-	692	692
27 -	544	370	94	81	116	123	15	1,313	1,328
3 September -	505	407	117	98	136	142	89	1,316	1,405
17 -	403	336	83	81	127	133	60	1,103	1,163
1 October -	324	299	91	77	92	109	7	985	992
15 -	222	161	66	50	78	75	15	637	652
5 November -	72	29	14	11	11	10	-	147	147
	17,173	12,388	2,902	2,582	4,528	4,187	2,520	41,231	43,760
Cabin Passengers - - -									614
TOTAL - - -									44,374

Emigrant Department, }  
Quebec, 31 December 1842.

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A. C. Buchanan,  
Chief Agent.



CANADA.

No. 1:

Sir C. Bagot to  
Lord Stanley.  
26 January 1843.

Encl. (B.) in No. 1.

—(B.) No. 2. —

RETURN of the Number of EMIGRANTS Embarked, with the Number of DEATHS and BIRTHS during the Voyage and in Quarantine, showing the Total Number Landed in the Colony, distinguishing Males from Females, and Adults from Children, with the Number of Vessels and Average Passage.

	Number of Ships.	Average Passage. Days.	NUMBER EMBARKED.						Number of Deaths during the Voyage and in Quarantine.						Number of Births.		TOTAL LANDED IN THE COLONY.						TOTAL.					
			Adults.		14 to 7.		Under 7.		Adults		14 to 7.		Under 7.				Adults.		14 to 7.		Under 7.							
			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.						
			From 9th. May to 31st July	-	212	45	14,284	10,250	2,282	2,053	3,808	3,450	16	34	2	5	97	82	47	40	14,268	10,216	2,280	2,048	3,758	3,409	20,306	15,673
			From 1st August to 5th November	120	47	2,459	2,044	571	545	756	781	4	8	-	6	30	34	12	11	2,655	2,036	571	499	738	758	3,964	3,293	
From Lower Ports	-	-	-	250	136	51	35	32	20	-	-	-	-	-	-	-	-	250	136	51	35	32	20	333	191			
	332	-	17,193	12,430	2,904	2,593	4,596	4,251	4,251	20	42	2	11	127	116	59	51	17,173	12,388	2,902	2,582	4,528	4,187	24,603	19,157			

43,760

614

Cabin Passengers not included - - -

44,374

A. C. Buchanan,  
Chief Agent.

Emigrant Office, Quebec.

PAPERS RELATING TO EMIGRATION.

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— (B.) No. 3. —

NAMES of PORTS from which EMIGRANTS came during the Year 1842.

	Number from each Port.		Number from each Port.
ENGLAND.		IRELAND—continued.	
Aberystwith - - - -	197	Newport - - - - -	424
Bristol - - - - -	535	New Ross - - - - -	653
Bideford - - - - -	142	Newry - - - - -	1,547
Bridgewater - - - -	98	Sligo - - - - -	2,897
Cowes - - - - -	258	Tralee - - - - -	498
Fowey - - - - -	233	Westport - - - - -	898
Falmouth - - - - -	195	Wexford - - - - -	244
Gloucester - - - - -	94	Waterford - - - - -	1,291
Hull - - - - -	578	Youghal - - - - -	24
London - - - - -	1,035	Cabin passengers - - -	62
Liverpool - - - - -	5,823		
Lancaster - - - - -	32		25,532
Newcastle - - - - -	1		
Padstow - - - - -	1,173	SCOTLAND.	
Plymouth - - - - -	1,207	Aberdeen - - - - -	495
Poole - - - - -	13	Alloa - - - - -	27
Penzance - - - - -	7	Berwick - - - - -	33
Scarbro' - - - - -	39	Carmarthen - - - - -	25
Stockton - - - - -	101	Dundee - - - - -	164
St. Ives - - - - -	90	Glasgow - - - - -	3,797
Swansea - - - - -	4	Grangemouth - - - - -	3
Yarmouth - - - - -	24	Greenock - - - - -	546
Cabin passengers - - -	312	Leith - - - - -	150
	12,191	Stornaway - - - - -	192
		Thurso - - - - -	442
		Skye, Isle of - - - - -	13
		Cabin passengers - - -	208
			6,095
IRELAND.		LOWER PORTS.	
Ballyshannon' - - - -	34	New Brunswick, Miramichi, and	
Baltimore - - - - -	198	ports in the Gulf of St. Lawrence	524
Belfast - - - - -	4,636	Cabin passengers - - -	32
Cork - - - - -	1,875		556
Donegal - - - - -	871		
Dublin - - - - -	2,081		
Galway - - - - -	409		
Killala - - - - -	392		
Larne - - - - -	277		
Limerick - - - - -	4,021		
Londonderry - - - - -	2,200		

Emigrant Department, Quebec, }  
31 December 1842.

A. C. Buchanan,  
Chief Agent.

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.

— (B.) No. 4. —

COMPARATIVE STATEMENT of the Number of EMIGRANTS Arrived at Quebec since the Year 1820, inclusive.

PLACES OF DEPARTURE.	1820.	1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.	1842.	TOTAL.
England and Wales - -	3,565	6,799	10,343	17,481	5,198	6,799	3,067	12,188	5,580	990	1,586	4,567	5,970	12,191	96,324
Ireland - - - - -	9,614	18,300	34,133	28,204	12,013	19,206	7,108	12,590	14,538	1,456	5,113	16,291	18,317	25,532	222,415
Scotland - - - - -	2,643	2,450	5,354	5,500	4,196	4,591	2,127	2,224	1,500	547	485	1,144	3,559	6,095	42,424
New Brunswick and Nova Scotia, and ports on the River St. Lawrence - - - -	123	451	424	546	345	339	225	235	274	273	255	232	240	556	4,518
Continental ports - -	-	-	-	15	-	-	-	485	-	-	-	-	-	-	500
	15,945	28,000	50,254	51,746	21,752	30,035	12,527	27,772	21,901	3,266	7,439	22,234	28,086	44,374	366,181

Emigrant Department, Quebec, }  
31 December 1842.

A. C. Buchanan,  
Chief Agent.



CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.

— (B.) No. 5. —

RETURN of the Number of EMIGRANTS admitted at the Quarantine Hospital from the  
1st of May to the close of the Navigation, 1842.

	ADMITTED.	DISCHARGED.	DIED.
Men - - - - -	488	434	54
Women - - - - -			
Children - - - - -			

EMIGRANTS admitted to the Marine Hospital in *Quebec* during the same Period.

	ADMITTED.	DISCHARGED.	DIED.
Men - - - - -	312	280	32
Women - - - - -			
Children - - - - -			

Emigrant Department,  
Quebec, 31 December 1842.

A. C. Buchanan,  
Chief Agent.

— (B.) No. 6. —

DISTRIBUTION of EMIGRANTS arrived at *Quebec* in the year 1842, as near as can  
be ascertained.

CANADA, EAST :			
City and district of <i>Quebec</i> - - - - -	500		
District of Three Rivers and St. Francis, including the eastern townships	1,100		
City and district of Montreal, including Beauharnois, St. Andrews, and Grenville - - - - -	5,000		
			6,600
CANADA, WEST :			
Ottawa and Bathurst districts, and along the line of the Rideau Canal, including Bytown - - - - -	3,500		
The Eastern and Johnstown districts, and along the route of the St. Lawrence - - - - -	2,250		
The Midland, Victoria and Prince Edward's Island districts, and up the Bay of Quinte, and in the vicinity of Kingston - - - - -	5,550		
Landed at Cobourg, Port Hope, Windsor, Darlington, and settled in the Newcastle district - - - - -	2,260		
Landed at Toronto, and settled in the Home and Gore districts - - - - -	15,800		
Niagara district, including St. Catherine's and along the Welland Canal - - - - -	3,700		
The Huron tract and in the London district - - - - -	1,500		
Went to New Brunswick and Prince Edward's Island, and to ports of the Gulf of the St. Lawrence - - - - -	200		
Supposed to have gone to the United States - - - - -	2,500		
Returned to the United Kingdom - - - - -	100		
Distribution unknown - - - - -	414		
			37,774
TOTAL - - -			44,374

Emigrant Department,  
Quebec, 31 December 1842.

A. C. Buchanan,  
Chief Agent.

## PAPERS RELATING TO EMIGRATION.

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CANADA.

— (B.) No. 7. —

No. 1.  
Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

THE following LIST shows the Total Number of PAUPERS and others who received the Means to Emigrate during the Year 1842.

Encl. (B.) in No. 1.

VESSELS' NAMES.	WHERE FROM.	DATE of ARRIVAL.	ENGLISH.		IRISH.	SCOT CH.
			Poor Law Commis- sioners.	Parish and Private Funds.	Landlords and Private Funds.	Societies and other Funds.
John Bell - -	New Ross - -	11 May - -	- - -	- - -	19	—
Tottenham - -	Ditto - - -	20 - - -	- - -	- - -	20	—
Prince George - -	London - - -	20 - - -	219	—		
Belle - - -	Padstow - - -	24 - - -	- - -	19	—	
Edward - - -	Plymouth - - -	28 - - -	- - -	6	—	
Vittoria - - -	Fowey - - -	29 - - -	- - -	14	—	
F. Adelaide - -	Ditto - - -	29 - - -	- - -	9	—	
Spermacetti - -	Plymouth - - -	29 - - -	- - -	16	—	
Emmanuel - - -	Bristol - - -	31 - - -	- - -	19	—	
Lord Canterbury -	Ditto - - -	2 June - -	- - -	54	—	
Bowlin - - -	Glasgow - - -	6 - - -	- - -	- - -	- - -	130
Harper - - -	Ditto - - -	9 - - -	- - -	- - -	- - -	29
Renfrewshire - -	Ditto - - -	10 - - -	- - -	- - -	- - -	568
Voluna - - -	Padstow - - -	7 - - -	- - -	8	—	
Bryan Abbs - - -	Limerick - - -	12 - - -	- - -	- - -	104	—
Irvine - - -	Bristol - - -	16 - - -	- - -	32	—	
Pusey Hall - - -	Cowes - - -	16 - - -	171	—		
Minstrel - - -	Liverpool - - -	16 - - -	- - -	20	—	
Dependent - - -	Bridgwater - - -	27 - - -	52	—		
Ayrshire - - -	Newry and Dublin	30 - - -	- - -	- - -	62	—
Orbit - - -	London - - -	1 July - -	194	—		
Traveller - - -	Dublin - - -	5 - - -	- - -	- - -	51	—
Sapphire - - -	Limerick - - -	5 - - -	- - -	- - -	43	—
Arcturus - - -	London - - -	5 - - -	48	—		
Wexford - - -	Glasgow & Greenock	6 - - -	- - -	- - -	- - -	130
Independence - -	Belfast - - -	6 - - -	- - -	- - -	158	—
Hope - - -	Limerick - - -	9 - - -	- - -	- - -	47	—
Joseph Green - -	Thurso - - -	17 - - -	- - -	- - -	- - -	38
Mary - - -	London - - -	31 - - -	- - -	12	—	
Pactolus - - -	Glasgow - - -	3 Aug. - -	- - -	- - -	- - -	51
Euphrosyne - - -	Bristol - - -	25 - - -	- - -	15	—	
City of Waterford	Liverpool - - -	28 - - -	- - -	5	—	
Princess Royal - -	Carmarthen - - -	29 - - -	- - -	4	—	
Susan - - -	London - - -	2 Sept. - -	80	—		
Eliza - - -	Ditto - - -	17 - - -	60	—		
Roseberry - - -	Ditto - - -	26 - - -	7	—		
Adelaide - - -	Liverpool - - -	12 Oct. - -	- - -	8	—	
John and Mary - -	Padstow - - -	12 - - -	- - -	7	—	
			831	248	504	946

Total - - - - 2,529

Emigrant Department, Quebec, }  
31 December 1842.

A. C. Buchanan,  
Chief Agent.



CANADA.  
No. 1.  
Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

—(B.) No. 8.—

ABSTRACT of Average Length of PASSAGES made by Vessels with Emigrants from the United Kingdom to *Quebec*, during the Year 1842.

Encl. (B.) in No. 1.

DATE OF SAILING FROM THE UNITED KINGDOM.							NUMBER OF VESSELS.	SHORTEST PASSAGE.	LONGEST PASSAGE.	AVERAGE PASSAGE.
March	28 to 31	-	-	-	-	-	3	42	54	48 $\frac{1}{2}$
April	1 to 15	-	-	-	-	-	64	32	61	47
-	16 to 30	-	-	-	-	-	49	40	70	44 $\frac{1}{2}$
May	1 to 15	-	-	-	-	-	41	39	62	47 $\frac{1}{2}$
-	16 to 31	-	-	-	-	-	30	34	50	40
June	1 to 15	-	-	-	-	-	29	28	77	42
-	16 to 30	-	-	-	-	-	23	39	70	58
July	1 to 15	-	-	-	-	-	11	40	62	52
-	16 to 31	-	-	-	-	-	15	33	56	48
August	1 to 15	-	-	-	-	-	27	41	72	47 $\frac{1}{2}$
-	16 to 31	-	-	-	-	-	27	35	54	45
September	1 to 15	-	-	-	-	-	4	38	46	41 $\frac{1}{2}$
-	16 to 30	-	-	-	-	-	2	30	35	32 $\frac{1}{2}$

Average - - - - 46 days.

Emigrant Department, *Quebec*,  
31 December 1842.

A. C. Buchanan,  
Chief Agent.

—(B.) No. 9.—

EXTRACTS from the several WEEKLY REPORTS made to the Governor-General by the Chief Agent for Emigrants at *Quebec*.

Week ending 21st May 1842.

THE emigrants who have arrived at this port since the opening of the navigation, are farmers, labourers, and mechanics, and all landed in good health.

Those by the *Favourite*, *Mohawk*, and *Monarch*, from *Glasgow*, 169 in number, are farmers and respectable mechanics, all in good circumstances, who, with the exception of a few of the tradesmen, are proceeding to join their relatives settled in different sections of the province; two families went to their friends in *Shipton*, eastern townships.

The *John Bell* and *Tottenham* arrived from *New Ross* with 429 passengers; these are chiefly labourers and farmers, many of the former very poor and depending on immediate employment for their support; the farmers generally appear to possess money, and with few exceptions are proceeding to their friends in *Canada West*.

On my boarding the *Tottenham* to inspect the vessel, I found that the master had removed all the berthing and accommodation for his passengers previous to his arrival in port, contrary to the fourth clause of the *Provincial Passenger Act*, for which I fined him in the penalty of 5*l.*, which he paid to avoid costs of prosecution. The penalty I handed over to *Mr. Jessopp*, the collector of customs.

The *barque Borneo*, with 291 passengers from *Limerick*, chiefly labourers, and a few farmers: many of the latter appear in good circumstances; the labourers are poor, and depending on immediate employment for their support.

The passengers per *Prince George* from *London* are 262 in number, and, with the exception of 40, are paupers, sent out under the sanction of the *Poor Law Commissioners*, chiefly from *Kent*; they landed in good health, and received a free passage to *Montreal*, with two days' provision, and 20*s.* sterling to each adult on leaving the ship. They are, with few exceptions, proceeding to their friends in the *Newcastle*, *Home*, and *Gore* districts. Two families, cabin passengers, who are in possession of considerable means, I have induced to settle on the *Lambton Road*; they have taken 50 acres each, and intend, so soon as they have made the requisite improvements, to purchase a further quantity of land from *Government*.

Week ending 28th May.

Emigrants arrived during the past week all landed in good health, and consist of farmers, mechanics, and labourers; many of them are in good circumstances; their destination is principally to *Canada West*, some to join their friends, and others to obtain land or employment.

The

## PAPERS RELATING TO EMIGRATION.

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The passengers from the ports of Padstow, Gloster, St. Ives, Plymouth, Hull, and Aberdeen, are of the better class of emigrants, and all appear to possess means; many of them have friends settled in different sections of the province; and others, particularly from Padstow, are miners and mechanics in search of employment.

The Irish emigrants were not generally so well off; a considerable number of them are very poor; those with large families were assisted to proceed to their friends, and where they would meet with employment.

Many of them are, however, in good circumstances, and have brought out a good deal of property; their destination is, with few exceptions, to the western part of the province.

Among the arrivals this week are 417 passengers brought up by the steamer Lumber Merchant from the wreck of the ship Jane Black, from Limerick, lost on the night of the 9th instant at Point des Monts, 250 miles below this port; the poor people were encamped for 10 days, and on a short allowance of food, before the steamer reached them; they saved but little of their luggage; and many of them who left their homes in comfortable circumstances, lost every thing they had. Captain Gorman stated that a large number of his passengers brought out a considerable amount of money among them; they were Protestants, and intended to settle in the western section of the province. Owing to the distressed state in which these people arrived, I was under the necessity of assisting about 200 of them with a passage and provisions to Montreal, on their route to their friends.

Captain Simpson, of the ship Llan Rumney, from Hull, brought up 54 passengers from the wreck of the Kent, from Glasgow. This vessel was lost on the same night as the Jane Black, at Seven Island Bay, 300 miles below this port; the passengers saved the greater part of their effects, and were able to defray their own expenses from this port. Much credit is due to Captain Simpson for his kind and humane conduct to these people during their stay in his ship. They state that several vessels had passed previously, but refused to take them off the wreck. Captain Simpson supplied them with provisions at his own expense until their arrival at this port.

I fined Captain — of the Leo, from Wexford, 5*l.* for the infringement of the 4th clause of the Provincial Passenger Act, which he paid to avoid the costs of prosecution; the amount I handed over to Mr. Jessopp, collector of customs.

## Week ending 4th June.

The emigrants arrived during the past week consist of farmers, mechanics, and labourers, a large portion of whom are in search of employment. There are however a number of families in good circumstances, who are with few exceptions proceeding to Canada West, where many have friends; and others with the intention of settling.

I have been under the necessity of extending relief to a considerable number of families during the past week, owing to the difficulty of procuring labour for them in this section of the province. Among the passengers arrived are 14 families, in the Carleton, from Glasgow; these people are members of the North Quarter Glasgow Society; they landed here in good health, but without a shilling in their pockets, and consist of mechanics and labourers; all appear anxious and desirous of obtaining employment, and as many of them have relations in the upper province, I assisted those with large families to proceed thither. Masons are at present required at the Government works in this city, and mechanics of this class find ready employment at good wages, 5*s.* per day; all other description of employment is, I regret to say, scarce. This is to be attributed solely to the depressed state of trade, and the small number of vessels arrived to this date. The timber coves, which in former years furnished employment to a large number of labourers on their first arrival here, are this season not employing a single man, and the number of resident labourers thrown out of employment; completely absurd the work which formerly was open to the emigrant.

Among the passengers in the Lord Canterbury from Bristol, were eight families, 54 in number, who were assisted by their respective parishes; they are proceeding to the western section of the province; the remaining families are all in good circumstances, and have brought out a good deal of money with them; they intend settling in the Johnstown, Midland, and Home districts. In the Emmanuel were three families, 19 in number, also sent out by their parish; they were forwarded to Montreal at the ship's expense, and are going to their friends at Prescott.

## Week ending 11th June.

The emigrants arrived during the past week have landed generally in good health; of whom over two-thirds are Irish; they are chiefly of the agricultural class; and the average of those who are in possession of small capital is, I consider, greater than in former seasons; their route is, with few exceptions, to the western section of the province, some to join friends, and others to purchase lands. I have endeavoured to persuade a few of the heads of families, who have good means (but without any fixed destination in view), to visit some of our flourishing settlements in this section of the province, and judge for themselves; but I regret to say their dread of winter is so great, that it is difficult to induce them to attend to any offer for settlement, no matter how favourable it may be, should it be situated in Lower Canada. It is gratifying to state that to this period there have been but few cases of complaint against masters of vessels; the accommodations have been very good, and passengers generally well supplied with provisions. In the ships Bowlin, Harper, and Renfrewshire, from

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.



CANADA.

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Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.

Glasgow, were 727 passengers, members of the different emigration societies; these people all landed very poor; and owing to their long passage, the average being 57 days, arrived here short of provisions; the passengers by the two former ships proceeded direct to Montreal, and I was under the necessity of furnishing them with a supply of oatmeal and biscuit to enable them to reach that port.

Those by the Renfrewshire landed here, without provisions or the means of paying their transport up the country; and as they principally consisted of persons with large families, for whom employment could not be obtained here, I was under the necessity of assisting the greater portion of them to proceed to the western section of the province; some to join their friends, or others in search of employment. I regret to remark that the members of the Glasgow emigration societies arrived here both this and last year in a more destitute condition than any other emigrants from the United Kingdom; they leave their homes with barely sufficient to pay their passage, and to procure a scanty supply of provisions; and unless they have a favourable passage, land here in a state of great distress. The passengers, although much within the period allowed by law for a voyage to this port, were out of provisions some days before their arrival at quarantine.

The emigrants from England are from Padstow, Bideford, and Aberystwith; they are all able to pay their way to their destinations, and many of them have brought out a good deal of money. They all emigrated on their own account, with the exception of one family, eight in number, sent out in the Voluna, from Padstow, by parish relief.

A number of families have landed during the week, with the intention of proceeding to the United States; they have in many instances been sent for by their friends, and all have a fixed destination in view.

#### Week ending 18th June.

The emigrants arrived during the past week consist of farmers, labourers, and mechanics; in several of the vessels there has been a number of cases of small-pox, measles, and fever, and there has consequently been a considerable addition to the number of patients in quarantine hospital.

In the Bryan Abbs were 18 families, 104 persons, sent out by Colonel Wyndham from his estates in the county of Clare; these people were well provided for, and received the sum of 20 s. sterling each adult on landing here, to enable them to proceed up the country. In the John Walker, from Poole, were 236 persons; 18 were left sick at Grosse Isle, and three deaths occurred during the voyage. They consist of English, Irish, and Scotch; there are a few respectable farmers with capital, who are proceeding to settle in the Home district; the remainder are labourers and mechanics in search of employment.

In the Albion, from Sligo, were 123 passengers, generally poor, and proceeding up the country for employment; a few families are going to their friends in the United States; left four sick at quarantine. The Marquis of Wellesley had 264 passengers from Dublin; they are chiefly farmers, and have brought out a large amount of capital, and are a respectable set of people. Three families went to their friends in the eastern townships, the rest to Canada West.

One hundred and five passengers arrived in the Queen of the Isles, from Glasgow; are mechanics and labourers, and all appear to have sufficient means to convey them to their destinations.

In the Cabotia and Minstrel, from Liverpool, are 408 passengers; a few English farmers have brought out good means with them; the chief part are labourers, and a few mechanics who are proceeding to different sections of the province to their friends. The latter vessel left nine in hospital, and a few of the families were short of provisions; one family, seven in number, and several young men and women were assisted by the parish; about 30 of them are gone to their friends in the United States.

The passengers from Hull and Bristol, 192 in number, are all in good circumstances, among whom are several farmers with capital.

In the Irvine, from Bristol, were four families, 32 in number, sent out by their parish; 171 passengers in the Pusey Hall, from London and Cowes, were sent out under the sanction of the Poor Law Commissioners. They were well supplied during the voyage, and the sum of 116l. 10s. sterling was paid to them on landing, with a free passage to Montreal.

Two hundred and forty-four passengers in the brigs Samuel and Hannah, from Killala, are very poor; they all landed in good health. A number of the young men I have directed to the Gosford Road for employment, and those with families I assisted to proceed up the country.

The passengers in the brig Percival, 149 in number, were 55 days on the voyage; they were short of provisions, and obliged to put into Sydney for a supply. Those from Scarborough are respectable farmers, and all appear to possess means.

In the Onyx, from Dublin, are a number of respectable farmers with money, the remainder are labourers and mechanics proceeding to different sections of the province; 13 of her passengers were left at Grosse Isle.

In the Chieftain, from Larne, with 261 passengers, there are several farmers with their families, who have brought out capital, varying from 200l. to 600l.; they are proceeding to settle in Canada West. The remainder are farm servants and labourers, who have emigrated in search of employment.

I regret to say that employment continues very scarce, both in this neighbourhood and in Montreal; and from reports received from Mr. Hawke, I regret to find the same complaint exists in that quarter, and will I fear continue so until the harvest commences.

## PAPERS RELATING TO EMIGRATION.

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Week ending 25th June.

CANADA:

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.

The emigrants arrived during the past week have landed, with the exception of those in a few vessels, in good health, and among them are a considerable number of respectable families with capital.

In the *Gazelle* and *Jane Duffis*, from *Donegal*, are 470 passengers, among whom are a number of respectable farmers, who have brought out a large amount of property; the capital in these two vessels (from the information I have been able to collect) amounts to from 8,000 *l.* to 10,000 *l.* Their destination is *Canada West*, principally to the *Home* and *Gore* districts. The *Henry*, from *Killala*, with 148 passengers, arrived in good health; a few families are in good circumstances, but the greater part poor. Many of them have friends in the *Ottawa*, *Bathurst*, and *Johnston* districts; three families are going to their friends in the state of *New York*.

The passengers in the *Queen Victoria*, *Luna*, *Bowes*, and *Queen*, from *Sligo*, 711 in number, all landed in good health; and although they had long passages, average being 45 days, they, with the exception of one or two families, per the *Queen*, had a surplus stock of provisions on landing. A few families are in good circumstances, but the greater part are poor. About one-fourth are going to their friends in the *United States*, the remainder to different sections of the province. Those with large families were assisted from this office with means to enable them to reach their friends in the *Home* and *Newcastle* districts.

Sixty passengers in the brig *Robert Murrow*, from *Leith*, are respectable tradesmen; all appear to possess means, and, with the exception of three families who remain in *Montreal* with their friends, are proceeding to the neighbourhood of *Toronto* to settle; they went to *Montreal* direct in the vessel.

In the brig *Wingrove*, from *Glasgow*, were 160 passengers; this vessel proceeded to *Montreal* direct, after a few hours delay here, with her passengers. On boarding her, they complained of an overcharge for emigrant tax; children under fourteen, and seven years, being charged the full tax of 4s. 6d. sterling, which is contrary to law; but as the vessel only remained here a few hours, I forwarded instructions to the agent at *Montreal* to take the necessary steps to give them redress, in case the captain refused to refund the overcharge. A number of these families are very poor; they are members of the *Glasgow* emigration societies, and will require assistance to enable them to proceed up the country.

In the *Xenophon*, from *Belfast*, 250 passengers are farm labourers and tradesmen; a few of the former are in good circumstances, and are proceeding to *Port Hope*, *Hamilton*, and a few families to their friends in the *London* district, and from eight to ten young men to their friends in the state of *New York*. This vessel had a long voyage of 52 days, but all landed in good health.

Six hundred and thirty-seven passengers, in the *Standard* and *Compton* from *Liverpool*, are principally labourers, and generally very poor; above one-fourth are going to the *United States*, to their friends; among them are 10 or 12 *Welsh* families, consisting of about 50 individuals, who are going to the state of *Ohio*; they appear to have sufficient means to pay their way. The passengers per *Compton* suffered a great deal from sickness; there were 12 deaths from small-pox during the voyage, and a number of cases were sent to hospital on her arrival at quarantine.

This vessel had a long passage of nine weeks, and consequently a great many of the passengers were short of provisions; they all complained of the neglect and inattention of the master, *Mr. Jeffery*, to their wants during the voyage; and I regret that, owing to the defective regulations of the present *Passenger Act*, I could not give them any redress to their complaints.

One hundred and sixty-six passengers, per *Jubilee* from *Westport*, landed in good health; they are chiefly labourers; a number are going to their friends in the *United States*, and others are in search of employment.

In the brig *Ann Moore*, from *Limerick*, were 182 passengers. There was, I regret to say, a great deal of sickness in this vessel; she left 59 of her passengers at *Grosse Isle*, 37 of whom were sent to hospital. A passenger by this vessel, named *Patrick Quincey*, jumped overboard during the night while the ship was at anchor at *Grosse Isle*, and was drowned, leaving a wife and eight children, who were sent to hospital with fever: he has left 40 sovereigns in gold, which were taken charge of by the medical superintendent until his wife recovers.

The passengers in the *Prince of Wales*, 193 in number, from *Galway*, landed in good health; they are chiefly labourers and farmers, and are proceeding up the country in search of employment; a few families are in good circumstances. About 40 are going to the *United States*, to join their friends settled there.

Employment, I regret to say, still continues scarce in this district; I have, however, succeeded in procuring employment on the *Gosford Road* for about 100 men, and from 100 to 150 in the eastern townships. Employment, I hear, is abundant in that section of the province; but I find the greatest difficulty to induce those seeking work to try that section of the province.



## CANADA.

## No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.

Week ending 2d July.

The emigrants arrived this week are principally farmers and labourers; those in the *William Tell*, and *Richard Watson*, from Dublin, 364 in number, landed in good health; they are chiefly labourers, and a few farmers, who appear possessed of small capital.

The passengers in the *Mary Russell*, *Boadicea*, *Mary*, and *Messenger*, from Limerick, arrived in good health, and consist of farmers and labourers; they are with few exceptions proceeding to Canada West, with the intention of settling. In the *Mary Russell*, the passengers were of a superior class; several families brought out capital, from 500*l.* to 600*l.*, and the master reported almost every family was in possession of from 40*l.* to 50*l.* in gold; these people all proceeded to settle in the Home and Gore districts.

In the *Dumfriesshire*, *Mary*, and *Margaret Johnston*, were 1,135 passengers from Belfast; they landed in good health, and are all proceeding to the western part of the province; only eight families, about 50 individuals, out of this number applied for assistance, which they received, as they were going to join their relatives settled in the western section of the province.

The passengers from *Hull* and *Plymouth*, 335 in number, are principally agriculturalists, and all appear in good circumstances; a few are going to the United States, but over three-fourths intend settling in Canada West, in the Newcastle, Home, and Gore districts, and one or two families in the Huron tract.

Ninety-eight passengers in the *Dependant*, from Bridgewater, arrived in good health, 52 of whom were sent out by the Chard Union, in Somersetshire; these people were found in provisions by the ship, and received 20*s.* sterling on landing; the remaining passengers were of the better class, and possess good means; they intend going to the western section of the province to settle; a good many of the paupers intend proceeding to the United States.

The passengers in the *Blonde* and *Feronio*, 483, from Glasgow, are a fine intelligent body of people; and have brought a large amount of capital with them; it is impossible to ascertain the exact amount, but from the information I have received, I should estimate it at from 10,000*l.* to 12,000*l.*; they are proceeding to the Bathurst, Home, and Gore districts, with the intention of settling; many of them are going to join their friends.

The passengers per the *Ayrshire*, 416 in number, from Newry and Dublin; she had a long voyage of 51 days, and had 25 deaths, previous to her arrival at Grosse Isle, all children, from the effects of measles; a number of families, embarked at Dublin, were aided in their emigration by the Earl of Fitzwilliam, from his estates in the county of Clare; these people, owing to their long passage, landed here, as well as many of the other passengers, short of provisions, and I was under the necessity of assisting 15 families, who had expended all their means, to enable them to proceed up the country.

Three hundred and twenty-six passengers in the *Thomas* and *Hannah*, and *Jane Avery*, from Londonderry, arrived in good health; they are chiefly labourers, and all very poor; I had to assist a large number of families who were without means, to proceed up the country; some to their friends, and others in search of employment.

In the brig *Mary*, from Liverpool, were 213 passengers; this vessel arrived in a most wretched state at Grosse Isle, from sickness; there had been five deaths previous to her arrival there; and 56 cases of typhus were sent to hospital, two of whom died in a few hours after. This vessel cleared from Liverpool, according to the certified list of her passengers forwarded to this office by the Government agent at that port, with 192 passengers; on arrival here, she was found to have 22 on board whose names were not on the list; she was also exceedingly crowded, the passengers being obliged to keep all their luggage and provisions between decks, there being no room in the lower hold; it (with the exception of a small space for water and fuel) was full of salt. On measuring the superficial space between decks, I found she had only space for 165 adults, whereas she had 180  $\frac{3}{4}$  on board, being an excess of 15  $\frac{3}{4}$  passengers; the necessary information was immediately placed in the hands of the Crown officer, to prosecute the master for the infringement of the second clause of the Imperial Passengers Act.

The dreadful condition in which this vessel arrived may, in a great measure, in my opinion, be attributed to the crowded state of the vessel, and to her having a cargo of salt in the lower hold, which was full up to the platform which the passengers occupied.

One hundred and ninety-four passengers in the *Orbit* from London and Gravesend, were sent out under the direction and superintendence of the Poor Law Commissioners; there were five deaths on the voyage, one an old man, the others children, and left a number of cases at Grosse Isle; these people were forwarded to Montreal at the ship's expense, and received 20*s.* sterling each adult on landing here.

The passengers in the *Ruth*, from Cork, and *Jane*, from Tralee, are chiefly labourers, and with very limited means; a large number in the *Ruth* were very destitute, and as employment in this district is very limited, I had to forward a considerable number of them up the country.

Two hundred and fifty-three passengers in the *Devereux*, from Liverpool, and 186 in the *Mary Alice*, from Newport, Ireland, are very poor, and principally depending on employment for their support. Notwithstanding the passage to Montreal is only 1*s.* 3*d.* each, I was under the necessity of forwarding a very large proportion of the passengers in the latter vessel; they are going to different sections of Canada West, to join their friends.

The passengers from *Sligo*, 439 in number, have landed in good health; they are principally labourers, and intend to proceed up the country in search of employment.

## PAPERS RELATING TO EMIGRATION.

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Week ending 9th July.

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1

Over 7,000 emigrants landed at this port during the past week, 5,000 of whom arrived during the 5th and 6th instant, and all extremely healthy. By a report received from Dr. Douglass, the medical superintendent at Grosse Isle, it appears he had occasion to send only four cases, out of the whole number, to hospital, a circumstance unprecedented. Their healthy state may in a great measure be attributed to the extremely fine passages, most of the vessels have made; the average of the week is less than 40 days, and the Sherbrooke, Jessie, and Victoria, from Liverpool, and Robert Bruce, from Bristol, came over in from 26 to 30 days, without a single day of rough weather.

They consist of farmers, labourers, mechanics, and servants, very many of whom have brought out a good deal of property, and are, with few exceptions, proceeding to settle in Canada West. I should estimate this number at two-thirds; the remainder are very poor, and many without means sufficient to take them to their friends, or to where they will meet with employment.

Those who arrived here in the most distress, were 35 families, 156 persons, in the ship Independence, from Belfast; and 22 families, 130 persons, in the Wexford, from Glasgow; these families had formed themselves into societies, and collected subscriptions, which barely enabled them to procure a passage and provisions for the voyage, and arrived here destitute of both money and provisions. I was under the necessity of giving these people a supply of provisions, and forwarded them up to the country, there being no employment available for them in this district.

The other emigrants who received assistance to emigrate were from Dublin and Limerick, 181 in number; they all received a sum of money on landing here to enable them to proceed to their friends, and were also well supplied during the voyage; those from Limerick are mostly Colonel Wyndham's tenantry; they are proceeding to their friends in the Newcastle district; 10 families, 48 in number, in the Areturus, are paupers sent out by their parishes, under the superintendence of the Poor Law Commissioners; they all received sufficient means to carry them to their destinations.

A case of gross infringement of the Imperial Passenger Act occurred this week in the brig Lively, Captain —, from Galway, with 192 passengers; about 130 of these people state that they had engaged their passage with Mr. —, in this vessel, to proceed to St. John's, New Brunswick; but, contrary to their agreement, they were brought to this port. I immediately took proceedings against Captain — to oblige him to fulfil the contract between these people and Mr. —, which he, to avoid prosecution, immediately complied with, and furnished those who were desirous of proceeding to St. John's with a conveyance, there being fortunately a schooner about to sail for that port; a report of the particulars of the case, with the affidavits of the passengers, I forward separate. It is but justice to the master to state that he appears in no way to blame, having joined the vessel only a few days previous to her sailing, and he used every exertion to remedy the evil on arrival here. I have also had occasion to place information in the hands of the Crown officer to prosecute the following vessels for the infringement of the Imperial Act, in not having sufficient superficial space for the accommodation of their passengers; viz. the Jane Melvain, from Londonderry; Independence, from Belfast; Lord Seaton and Dromahair, from Sligo; Bruce, from Newport, and the Lively, from Galway; the Harmony, from Waterford; the Britannia and Warrior, from Westport, were fined by the collector of customs for an excess of passengers over their tonnage; these vessels have each paid the penalty.

There are still, I regret to say, a good many hands unemployed at the different agencies throughout the province, but as the harvest is now approaching, I anticipate but little difficulty in being able to dispose of them all to advantage. Mr. Hawke reports, that the crops look most promising, and that throughout Canada West there is every appearance of a bountiful harvest; this in connexion with the large additional number of hands which will shortly be required on the St. Lawrence improvements in this section of the province, will more than absorb those at present seeking employment, and also furnish it for those who may arrive.

Week ending 23d July.

The emigrants arrived during the past week all landed in good health, and consist of mechanics, farmers, and a few labourers, generally in good circumstances.

The passengers per the Amazon, from Hull, consist of eight families and a few young men, chiefly mechanics, the greater part of them intend proceeding to join their friends settled in the state of Ohio, and all appear to possess good means. Two families, farmers, are proceeding to settle in the neighbourhood of Toronto. One hundred and seventy-seven passengers in the Exile from Belfast, are a respectable looking people, chiefly farmers; a considerable number of them have their friends in the western section of the province; this vessel had an excess of 18 passengers over her complement, according to the superficial measurement of her passengers' deck, and I have taken the necessary proceedings against the master to enforce the penalty. The barque Joseph Green arrived from Thurso with 239 passengers, who landed in good health; this vessel also had an excess of 26  $\frac{2}{3}$  passengers over her complement, according to measurement, particulars of which I have placed in the hands of the Crown officer for prosecution.

These people are, with the exception of a few families, all in good circumstances, and able to pay their way to their destinations, which are to the Bathurst, Home, and Gore districts.



## CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.

districts. The 103 passengers in the brig *Truant*, from Sligo, are a healthy set of people, and consist of farmers and labourers, many of whom have friends in the western part of the province. This vessel was ascertained, on checking her list of passengers, to have an excess of  $10\frac{2}{3}$  adults over her complement, according to tonnage, for which excess the master was fined in the penalty of 20*l.* sterling, although, according to the extent of her superficial space, she might have carried from 12 to 14 passengers more. Passengers per the *Corisbrooke*, from Liverpool, and *Baltic*, from Yarmouth, are chiefly farmers and labourers; some respectable families in the former vessel are proceeding to settle in the eastern townships. I am happy to report that during the past month I have succeeded in directing a very considerable number of families to that section of the province; and, by the reports I have since received, they have all succeeded in getting employment, with the exception of some few young men, who were dissatisfied with the wages offered, viz. 2*s.* per day, with board. The following extract of a report received from A. B. Hawke, Esq., chief agent for Canada West, dated 20th instant, conveys most gratifying intelligence of the increased demand for labourers, and that the number of the unemployed, which I have had occasion to allude to in my former Reports, are rapidly decreasing:—

“The accounts which I have received from Cobourg, Toronto, and Hamilton, since I wrote you last, state that the near approach of harvest has increased the demand for labour, and that the number of unemployed persons was rapidly diminishing; but few emigrants so far have obtained employment on the public works. When we consider how few canal labourers settle and become good farmers, it is a subject of congratulation that so many have found employment in the rural districts; and unless we have a very extensive emigration late this fall, there is every prospect that all the immigrants will be comfortably settled before the winter sets in.”

In the schooner *Defiance*, from Miramichi, were 108 passengers, 10 of whom landed there this season; the others were old residents, chiefly farmers and labourers. Employment being very scarce, they have come on here seeking it. The greater part intend proceeding up the country.

## Week ending 6th August.

The emigrants arrived at this port since the 24th ultimo consist chiefly of farmers and labourers, and all landed in good health.

In the *Troubadour*, from Glasgow, were 224 passengers, consisting of farmers and mechanics, many of whom are in good circumstances. They are all proceeding to the western section of the province to settle, where many of them have friends. They proceeded to Montreal in the vessel. One hundred and thirty-three passengers in the *St. Andrew*, from Stornaway, are principally labourers and a few farmers, and all very poor. They all intend settling in the eastern townships, in Burry and Linwick. Their means being very limited, I was under the necessity of assisting them with a conveyance for the women and children as far as Sherbrook.

In the *Margaret Balfour*, from Belfast, were some very respectable emigrants, with good means; they all went to the western section of the province for settlement and employment. Two families, 12 in number, in the *Mary*, from London, are proceeding to their relatives at Guelph; they were assisted to emigrate by their parish. The other emigrants by this vessel appear in comfortable circumstances, and have all proceeded up the country, some for employment and others to join their friends. Seventy-four passengers in the schooner *Anna Maria*, from Limerick, consist of farmers and labourers. Five families are proceeding to their friends at Bytown, the remainder are going to their friends in the United States. They all appear able to pay their own way.

In the *Pactolus*, from Glasgow, were nine families, 51 souls, who have been aided to emigrate by public and private contribution; they landed here very poor. Two families who have relations in the province, one at Guelph, the other near Montreal, were forwarded to them; the others were sent into the country settlements for employment. This vessel proceeded direct to Montreal. The remainder of her passengers were all in good circumstances, and all intend settling in Canada West.

The demand for labourers throughout the country settlements has considerably increased; and I received a letter from one gentleman in the eastern townships a few days since, requesting me to forward him from 20 to 30 hands, to whom he would give steady employment until the winter, at 2*s.* 6*d.* per day. I find great difficulty in inducing any of those seeking employment to avail themselves of this offer; if they have the means of proceeding up the country, nothing will induce them to remain in this section of the province.

## Week ending 13th August.

The emigrants of the past week landed in good health; but a large proportion of them very poor, and requiring assistance to enable them to reach their friends; they are, with but few exceptions, proceeding to different sections of Canada West, to join their friends and relatives, who have been for some years resident in the province.

A number of the passengers per *Springhill*, from Donegal, are very poor; and I was under the necessity of assisting them with a free passage up the country, to enable them to proceed to their friends; the greater part of these people were on board this vessel over 12 weeks; as owing to a report of the vessel being unseaworthy, the Government agent at Sligo would not permit her to proceed to sea until a proper survey was held, and she was reported fit for the voyage. The passengers per the *Royal Bride*, from Dundee, are respectable

## PAPERS RELATING TO EMIGRATION.

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able farmers, and all have friends and relatives settled in the province; they all appear to possess means. One hundred and ninety-eight passengers in the Nelson Village, from Belfast, are also, with few exceptions, proceeding to Canada West to join their relatives; they are mostly agricultural labourers, a number of whom possess money; a few young men whose means were limited proceeded to the Gosford Road for employment. The passengers per Huron, from Liverpool, and Henry Volant, from Ballyshannon, are labourers, a few mechanics, and servants; the greater part are proceeding up the country to their friends, and others I have directed to the Gosford Road for employment. Three families have gone to the eastern townships; there are but few emigrants about this city or Montreal out of employment at present; several hundred hands are now employed on the Beauharnois Canal, at 3s. per day.

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.

## Week ending 20th August.

The emigrants arrived during the past week consist of agricultural labourers, a few farmers, mechanics, and domestic servants; and nearly all appear to have their friends or relatives settled in different sections of the province; they have landed generally in good health; but owing to long and tedious passages, the average being over 57 days, very many families whose funds were limited, were unable to proceed to their destinations without assistance.

The passengers per the Macoa, 282 in number, sailed from Londonderry on the 10th May, and after being a few days at sea, the ship was obliged to put into Belfast in distress; and was detained there until the 14th June. As these people were delayed at that port upwards of four weeks, attended with a good deal of extra expense, the funds of many of the families were completely exhausted on their arrival here; and I found it necessary to grant some assistance to enable them to reach their friends. The master, Mr. Milligan, was most kind and attentive to their wants during the voyage; and they all speak most favourably of his attention; they are all proceeding to Canada West.

One hundred and fifty-two passengers in the John and Robert, from Liverpool, had also a long voyage of 50 days; many of the families were short of provisions, and being obliged to purchase from the master, they landed here very poor; they also state that they were waiting a considerable time in Liverpool for a vessel; with few exceptions they are proceeding to Canada West to their friends. One hundred and seven passengers in the brig Alice, from Glasgow, and 78 in the Sir William Wallace, from Aberdeen, are all respectable farmers and agriculturalists; and with the exception of one or two families in the former vessel, appear in good circumstances, and are going to join their friends and relatives in the Huron tract, and London district; a few families are proceeding to the neighbourhood of Perth and Bytown, and up the Ottawa river. Six families, 38 in number, in the St. Lawrence, from Cork, are going to their friends in the Bathurst district; they are all in good health, and appear well able to pay their way; there is a good demand for skilled labour among the farmers in that section of the province, and good hands have no difficulty in procuring employment; common labourers find it much more difficult, and, for steady employment, are dependant on the public works; about 400 hands are at present employed on the Gosford Road in this district, one-half of whom are emigrants of this season; wages 2l. per month and their board.

## Week ending 27th August.

A large portion of the emigrants arrived during the past week have suffered much from want of provisions and from sickness, the average length of these passages being over eight weeks.

The ship Mountaineer, with 505 passengers, was 68 days on her voyage, and her passengers suffered very much from the effects of small-pox and typhus fever, 30 deaths having occurred previous to her arrival at quarantine, and two more during her detention there. Many of the passengers were so much reduced from want of food, that the medical officer was under the necessity of retaining a number in hospital for a few days, to enable them to recover their strength; the stock of provisions of a great many became exhausted, after being out about five or six weeks, and they were under the necessity of purchasing food from the master at most exorbitant rates: this as well as many other complaints made by the passengers is now undergoing legal investigation, which when closed will be duly reported. A large number of these people are proceeding to join their friends, chiefly in Canada West. There were a good many Scotch emigrants among them, who are in good circumstances, and who are going to their friends in the London and Western districts.

The passengers per the Euphrosyne, from Bristol, are farmers and farm-labourers; two or three families have brought out a good deal of property with them, and intend settling in the London district. This vessel was 69 days on her voyage, but they all appeared well supplied.

The passengers per the Caledonia, 86 in number, from Glasgow, are respectable farmers and mechanics; they are all proceeding to join their friends in Canada West.

The 123 passengers in the Elephant, from Greenock, are, with the exception of a few families, in good circumstances; they had a long passage of 51 days, but were well supplied with provisions.

In the Edinburgh, from Liverpool, were 300 passengers. This vessel was 54 days on her voyage, and many of the passengers were short of provisions; they however landed in good health, and consist of farmers, labourers, and a large number of mechanics; the former are all proceeding to join their friends, and the latter in search of employment.



## CANADA.

## No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

The passengers by the Borneo, 135 in number, from Limerick, and John Bell, from New Ross, are chiefly labourers coming out to join their friends; a number in the former vessel are going to the United States to their friends.

Week ending 3d September.

Encl. (B.) in No. 1.

The emigrants arrived during the past week have landed in good health, and consist of farmers, labourers, and mechanics. These vessels, unfortunately, all have had long passages, the average for the week being 60 days; consequently very many families were short of provisions, and obliged to buy from the master for some weeks previous to arrival, which has exhausted all their means.

Over one-half are proceeding to join their relatives and friends settled in different sections of the province, chiefly in Canada West; a few are proceeding to Ohio and the western part of the state of New York; and the remainder, principally mechanics, are in search of employment. Owing to the above causes the applications for assistance, I regret to say, have been very numerous; and I have been under the necessity of extending relief in free passages and provisions to a very large number. In the Catherine from Liverpool, and Ceres and Astrea from Sligo, the passengers were very poor, and I was obliged to assist upwards of 50 families from these vessels.

The passengers by the City of Waterford are generally in good circumstances, about 20 of them are proceeding to Ohio; one family, five in number, were sent out by their parish. Eighty passengers, per Susan, from London, have also been sent out by their parishes; they had a long voyage of 70 days, but being found by the vessel suffered no inconvenience; they received, on landing here, two days' provisions and 20s. sterl. in cash each adult, and proceeded immediately on their route to Canada West. The passengers per Lady Falkland, 361 in number, all landed in good health; among them are many respectable farmers, who have brought out capital with them; a large number have relatives settled in the province, and they are proceeding to them in the Bathurst, Johnstown, Home, and London districts.

Employment of all kinds is now very difficult to be obtained in the neighbourhood of this city and Montreal, as also in the towns of Canada West; and it is at these points, unfortunately, all the idle, destitute, and those in search of employment, will collect; and it is only by distributing them throughout the agricultural districts, where employment may be obtained (for all who will take the trouble to inquire or look for it), that we can expect they will be able to provide for themselves and families during the coming winter: this, however, is attended with expense, but it is unavoidable. This outlay thus incurred may be considered as final; and had they not been thus scattered in the early part of the season, the expense would have been much greater, and the result by no means so satisfactory.

The almost certainty of an abundant harvest will, by reducing the price of all the necessities of life, enable the poor immigrants of this season to get through the winter months with comparative comfort.

Week ending the 17th September.

The emigrants arrived the two past weeks consist of farmers, labourers, and mechanics, and have landed generally in good health. The average passages of these vessels is 48 days.

The 378 passengers in the Anne Hall, from Belfast, consist of farmers and labourers; they are all proceeding to Canada West, to join their friends. This vessel sailed originally on the 2d July, with 450 passengers, but after being a few days at sea, was obliged to return to Belfast, her crew having mutinied, when about 70 of her passengers returned to their homes; she afterwards sailed on the 14th July, and arrived here after a voyage of 55 days. Owing to their long passage and detention at Belfast, their supply of provisions ran short, and they were under the necessity of purchasing from the master, and consequently many landed here very poor, and unable to pay their passage up the country to their friends; I was therefore obliged to extend relief to upwards of 30 families. The passengers per Margaret Wilkie, from Greenock, 111 in number, are respectable farmers, and all appear to possess means; they, with the exception of three young men who are going to Cape Breton, all proceeded direct to Montreal in the vessel, on their route to the western section of the province. The English emigrants from Padstow, Hull, and Plymouth, are all in good circumstances, and, with the exception of two families going to Ohio, are all proceeding to settle in Canada West, principally in the Newcastle, Home, and Gore Districts. In the Eliza were 60 passengers sent out by their respective parishes; they were well supplied during the voyage, and each adult received 20s. sterling on landing here.

The passengers in the Mohawk, from Glasgow, are all respectable farmers; they intend settling in the neighbourhood of Toronto and Hamilton.

Fifty-nine passengers in the Hercules, from Stornoway, are all very poor, and are proceeding to join their friends in Canada West. This vessel landed 350 passengers at Sydney.

## PAPERS RELATING TO EMIGRATION.

23—

Week ending 15th October.

Nothing worthy of remark has occurred during this past fortnight; the arrival of emigrants has been limited, and chiefly consist of families coming out to join their friends and relations already settled in the province; all landed in good health, and, with the exception of a few families in the Rose Bank, from Belfast, were able to pay their way to their respective destinations.

Navigation closed 29th November 1842.

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.

— (B.) No. 10. —

Sir,

Emigrant Office, Quebec, 19 May 1842.

It is my painful duty to report, for the information of his Excellency, the Governor-general, the loss of the ship *Jane Black*, Captain Gorman, from Limerick, with 417 passengers, at a place about 10 miles east of Point des Monts lighthouse, 250 miles below Quebec. Captain Gorman arrived here on Monday last, about 12 o'clock, and furnished me with the following particulars:—It would appear that about one o'clock on the morning of the 10th instant, during a heavy squall, accompanied with a snow storm, the vessel struck, and immediately bilged and filled with water, which destroyed the greater part of the passengers' provisions and luggage. The ship continued to strike heavily on the rocks until daylight, when, fearing that if the gale should increase she might go to pieces, Captain Gorman landed all his passengers in safety; and as the coast was desolate and without inhabitants, he had the snow cleared, and tents made from the sails and other articles saved from the wreck. The passengers saved only what provisions they had between decks, which probably, with care, might last them three days; the stores which were saved belonging to the ship would be sufficient for three days more.

Captain Gorman, after having seen all made as comfortable as circumstances would permit, engaged some Indians (whom he was fortunate enough to meet there, and who were of great service in making fires and assisting the passengers to build their camps) to take him over to the south shore, in order to proceed with as little delay as possible for assistance. On his route up he endeavoured to procure schooners, but without success; and, by travelling day and night, he arrived here, as stated above, on the sixth day after the wreck.

Immediately on his arrival I took, in connexion with Captain Boxer, the necessary steps to send relief to the unfortunate sufferers; and with the sanction of the Trinity Board, despatched their yacht, which had arrived only that morning from below, with a supply of provisions; but looking to the uncertainty of the schooner's arrival, and the fatal effects of the delay which might occur, in the event of her having to beat down to the wreck against one of those easterly gales so prevalent at this season; and considering also the very destitute and helpless condition of the unfortunate sufferers, encamped in the midst of ice and snow, on a desolate coast, and by that time without provisions; I deemed it my duty to procure if possible the service of a steamer for their relief.

I applied accordingly, without delay, to the different owners of steamers, for that purpose, and finding that no other could be procured for less than 600 *l.*, accepted Mr. James M'Kenzie's offer to send his steamer, the *Lumber Merchant*, with a supply of provisions, to bring up all the passengers, for 500 *l.* A few hours necessarily elapsed after this arrangement was concluded, and while the steamer was being provided with the requisite supply of fuel for her unexpected voyage; but at 11 o'clock on the same night (Monday), I had the satisfaction to know that she had started for the wreck, with Captain German on board; and I confidently look for her return to-morrow, if the weather should continue favourable.

I have prepared a building to afford shelter to those who may require it, for a few days after their arrival here.

Having thus done all that it was incumbent on me to do, for the relief of the unfortunate sufferers, it only remains for me to hope that my conduct will meet with his Excellency's approval.

Nothing, I conceive, but the extreme urgency of the case, could have justified me in incurring the responsibility of so great an expenditure; and I should certainly not have ventured to incur it if the wreck had taken place on an inhabited coast, or under any circumstances enabling the passengers to await without danger, the more tardy relief to be afforded by sailing vessels.

Four schooners would have sufficed to bring them up, and could have been procured for 40 *l.* each; but for the reasons above stated, I did not think it prudent to trust to them in the present emergency.

The employment of the Trinity yacht, I may observe, is altogether unattended with expense; and in case of any accident occurring to the steamer, she may prove of essential service to the poor sufferers.

When the steamer returns I shall not fail to acquaint you, for the information of his Excellency, with the result of these measures.

I have, &amp;c.

(signed) A. C. Buchanan,  
Chief Agent.

T. W. C. Murdoch, Esq.,  
Chief Secretary.



## CANADA.

## No. 1.

Sir C. Bagot to  
Lord Stanley.  
26 January 1843.

Encl. (B.) in No. 1.

— (B.) No. 11. —

Sir,

Emigrant Office, Quebec, 30 July 1842.

I HAVE the honour to enclose you the affidavit sworn to by three passengers who arrived here in the brig *Lively*, —, Master, from Galway, on the 8th instant.

It will appear from the affidavits of these people, whose statement was fully confirmed by the rest of the passengers, that they had engaged their passage with a Mr. —, agent for Mr. —, owner of the *Lively*, for St. John's, New Brunswick, and were notified to be in Galway by a certain day, viz. 20th of April, or else forfeit their deposit; and that the vessel was advertised to sail for St. John's, New Brunswick, by handbills and placards, one of which is attached to the affidavit.

Out of 192 passengers, about 130 appear to have engaged their passage for St. John's; and it also appears that they understood the vessel would call and land them there, and afterwards proceed to Quebec.

These people, on arrival, made a complaint to this office of the breach of contract, and to solicit redress; they also complained of being detained in Galway from the 20th May until the 3d of June, at their own cost.

I immediately wrote to the captain, stating these circumstances; and informed him that unless immediate redress was given to those people, and the agreement entered into between them and Mr. — fulfilled, I should prosecute him to the utmost extent of the law; which to avoid, he immediately complied with.

A large number of the passengers consented to remain here, as their object was to obtain employment; these he compromised with for 10s. each, which enabled them to proceed up the country; and to six families, whose relations resided in St. John's, he furnished the means of procuring a passage in a schooner about to leave for that port; with which they were satisfied.

In justice to the master, I here beg to state that he did everything in his power to remedy the evil, and appeared to be in no way to blame, as he only joined the vessel a day or so before sailing, and states that he was quite ignorant of any agreement, on the part of Mr. —, to land these people at St. John's, N. B.

I trust, if possible, some means may be adopted in the United Kingdom to prevent the recurrence of so gross a violation of the Passenger Act. This vessel had also an excess of 14 passengers over her complement, according to the superficial space of her passenger-deck; for which the master has incurred a penalty of 20*l.* sterling; and I have furnished information to the Crown officer, with instructions to prosecute for the same.

T. W. C. Murdoch, Esq.  
Chief Secretary.

I have, &c.  
(signed) A. C. Buchanan, Chief Agent.

Province of Canada, } PERSONALLY came and appeared before the Hon. Philippe  
Quebec to wit. } Panet, one of the Justices of Her Majesty's Court of King's  
Bench, in and for the district of Quebec, in that part of the province of Canada called  
Lower Canada, Richard Morley, of the parish of Killimore, in the county of Galway, in  
that part of the United Kingdom of Great Britain and Ireland called Ireland, shoemaker;  
Thomas Larkin, of the same place, shoemaker; and Denis Nevin, of the same place, labourer;  
who, being severally duly sworn upon the Holy Evangelists, depose and say that they  
came passengers in the ship or vessel called the *Lively*, of which one — was and is  
master, and which ship or vessel sailed from the port of Galway, in that part of the United  
Kingdom of Great Britain and Ireland called Ireland, on or about the 3d day of June last,  
and arrived at the port of Quebec, in the said province of Canada, on or about the 7th day  
of July inst. And the said deponents further say, that the said ship or vessel called the  
*Lively*, long previous to her sailing from the port of Galway as aforesaid, was advertised as  
about to sail from the said port of Galway for the City of St. John's, in the province of  
New Brunswick, on the continent of North America, on the 10th day of May in the pre-  
sent year of our Lord 1842; and that numerous printed notices, similar to the printed  
notice hereunto annexed, and marked A, were posted up at the church-door and other  
public places in the said parish of Killimore, during the month of April, in this present year  
of our Lord 1842. And these deponents further say, that intending to take passage by  
the said ship or vessel called the *Lively*, from Galway aforesaid, to the City of St.  
John's in New Brunswick aforesaid, they, the said deponents, some time in the month of  
April or the beginning of May last, paid to —, of Lessemiske, in the said parish of  
Killimore, who acted as agent for —, of Galway, aforesaid, the owner of the  
said ship or vessel called the *Lively*, as a deposit for their passage-money from Galway  
to St. John's, as aforesaid, the sum of 5*s.* sterling money of Great Britain per head; to wit,  
he, the said Richard Morley, the sum of 5*s.* for himself; he, the said Thomas Larkin, 5*s.* for  
himself, and a further sum of 5*s.* for Mary Larkin, his wife; and he, the said Denis Nevin,  
5*s.* for himself; and that each of them, the said deponents, got from the said —  
acknowledgments in writing for the said deposit money as and for a passage from  
Galway to St. John's, as aforesaid. And the said deponents further say, and each  
for himself saith, that being poor, and unwilling to be detained longer in the port of  
Galway than was absolutely necessary, they applied to the said —, as agent for the  
said —, to obtain information at what time it was for them to be at Galway aforesaid,  
for

for the purpose of embarking on board the said ship or vessel; and that they were informed by the said —, on or about the 18th day of May last, that unless they were ready to embark on board the said ship or vessel on Monday the 23d day of May then instant and now last past, that they would lose their passage, and forfeit the deposit money respectively paid as aforesaid. And the said deponents further say, that they left Killimore aforesaid, which is distant about 30 miles from Galway aforesaid on Friday, the 20th of May last, and arrived there the same evening, being desirous of laying in stock for the voyage on the next day, being market-day, which they the said deponents accordingly did. And these deponents further say, that they were detained, at their own cost and expense, in the town of Galway, from the time of their arrival as aforesaid until the said ship or vessel sailed, namely, until the 3d day of June last. And the said deponents each for himself saith, that he paid, at the office of —, the owner of the said ship or vessel the *Lively*, in Galway aforesaid, the balance of his passage-money, to wit, the sum of 2*l.* sterling money per head; and thereupon were required to deliver up, and did deliver up, at the office of the said —, the receipts for the deposit money so given as aforesaid; and thereupon they received respectively orders to be received on board the said ship or vessel. And the said deponents further say, and each for himself saith, that he embarked on board the said ship or vessel called the *Lively*, as aforesaid, believing that she was destined on a voyage from Galway aforesaid to the port of St. John's in New Brunswick aforesaid, and did not know to the contrary until the said ship or vessel, with the said deponents on board, had been about ten days at sea, when, happening to speak another vessel which was going on the same course, they, the said deponents, heard the said —, the master of the said vessel called the *Lively*, request the master of the said other vessel, to report the *Lively* for Quebec. And these deponents further say, that they never saw James Price, the person named as commander of the said ship or vessel called the *Lively* in the notice hereunto annexed; and that the said —, to the best of their belief, took command of the said vessel about a day or two before she sailed from Galway, as aforesaid. And these deponents further say that they did not complain to the said —, the master of the said ship or vessel, whilst on the voyage aforesaid, of having been carried to Quebec, instead of St. John's, as aforesaid, for fear of ill usage; but, that immediately upon their arrival at Quebec, they complained at the police-office there, and subsequently to Alexander Carlisle Buchanan, esq., the chief agent for emigrants there, for redress. And the said deponents further say, that, to their knowledge, there were on board the said ship or vessel called the *Lively*, on the voyage aforesaid, not less than 30 persons from the said parish of Killimore and neighbourhood, who had engaged for a passage from Galway to St. John's, as aforesaid; and further, from the conversations which these deponents have heard between the passengers on board the said ship or vessel and the master and crew thereof, the said deponents believe, that out of about 186 passengers embarked on board the said ship or vessel on the voyage aforesaid, not less than 130 had engaged passages from Galway to St. John's, New Brunswick, as aforesaid. And the said Thomas Larkin hath signed, and the said Richard Morley and Denis Nevin have made their marks, declaring respectively that they cannot write or sign their names.

Sworn at the city of Quebec, this 12th day of July 1842, before me,

(signed) *Philip Panet, T. B. R.*

(signed) *Thomas Larkin.*

his  
*Richard × Morley.*  
mark.

his  
*Denis × Nevin.*  
mark.

(A true Copy).

—(B.) No. 12. —

EXTRACT of a REPORT received from *A. B. Hawke, Esq.*, dated Kingston,  
7 December 1842.

THE effect of so large a number of settlers as have been added to the population of Canada during the current year, either with reference to themselves or the colony, cannot be very correctly ascertained at present. I estimate the total number at 50,000; say 44,000 by way of Quebec, and 6,000 by way of the neighbouring states. Nearly 40,000 have settled in Canada West, and the remainder it is to be presumed have, with very few exceptions, settled in the eastern division of the province.

With reference to those who have settled in the upper section of the province, I have much pleasure in being able to state that nine-tenths have succeeded in obtaining employment, although at a lower rate of wages than was given to the same class last year.

The settlement of the immigrants has been greatly accelerated in consequence of the  
great

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.



## CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (B.) in No. 1.

great majority of them having come out for the express purpose of joining their friends and relations settled in the province. When we take into consideration that three-fourths of the immigrants belong to the labouring class, and that the public works now in progress are chiefly supplied with labourers from the United States, as well as the depressed state of trade, it is a gratifying fact to find that our rural districts have been able to absorb so many new-comers without any apparent difficulty.

Of late years so large a portion of the immigrants have been labourers as to materially reduce wages, and the labour market appears to be so well supplied at present, that we can hardly hope that an equal number of indigent settlers will be provided for with the same facility next season as those of the current year. The immigrants who stand the best chance of benefitting their condition are persons possessing sufficient capital to purchase farms, or to establish themselves as mechanics, viz. such as wheelwrights, blacksmiths, carpenters, masons, shoemakers, and tailors; persons of this description can hardly fail of success if industrious and prudent.

There is another class of persons to whom Canada at present holds out great inducements, I mean persons possessing small incomes, who find it difficult to educate and bring up their families at home; the low price of provisions in our markets, the trifling amount of our taxes, and the cheap rate at which a good education can be obtained, renders this country a very desirable residence for persons so circumstanced.

Our social condition cannot of course boast of the refinement and luxury of an older country; but to a man who is satisfied with a plentiful supply of the comforts and necessities of life, and the means of bringing up a family, and afterwards educating them for professions or trades, in which with common industry they can scarcely fail of success, is almost sure to become a useful and happy member of society. I do not say that those who immigrate to this country, even under circumstances so favourable, will be likely to acquire fortunes, or that they will meet with nothing to regret in their new position; but with a well-contented mind and industrious habits, they will find their condition substantially ameliorated, and much of that uneasiness as to a provision for their families so often experienced at home, dispelled.

I am, &amp;c.

(signed) *A. B. Hawke*,  
Chief Emigrant Agent, W. D.

(C.)

(Extracts.)

Sir,

Emigrant Office, Kingston, 21 December 1842.

Encl. (C.) in No. 1.

DURING the current year nearly 34,000 immigrants have been landed at this agency; they generally arrived in parties numbering from 50 to 300 or 400 persons.

The course adopted at this office with reference to their distribution, and the relief which is occasionally afforded has been as follows:

We will assume that a party of 200 immigrants are to be disposed of; the names of the heads of families and their occupation are first ascertained, as well as their destination, if they have left home with the intention of settling in any particular part of the province. We will suppose that 75 wish to proceed to Toronto, 25 to Cobourg and Port Hope, 25 to the ports on the Bay of Quinte, and that the remaining 75 are in search of work.

As the steam-boats leave Kingston for Cobourg, Port Hope, and Toronto every evening at eight o'clock, except on Sunday and Monday, during the season, the immigrants anxious to proceed to these ports are first examined, and the questions generally put to them are as follows:—When did you leave Montreal? Did you apply to or receive any relief from the agent at that port? If these questions are answered in the affirmative, the Montreal list is referred to, and if it confirms his statement, his reasons for wishing to proceed to any particular place are demanded. The reason generally assigned is, "I have relatives settled there, and I came to Canada to join them." If the immigrants have any letters or written directions from their friends, they are required to produce them. We then endeavour to discover whether their poverty is real or pretended. If the immigrant gives a straightforward account of the means which he started with, and the manner in which he has expended it on his journey, his claim is admitted. If he hesitates or declines, his claim is rejected; at all events, until further inquiry can be made.

As soon as the whole of the party have been examined, the free lists for the different ports are made out, as well as another list showing the amount of food which each family is to receive. The party is then taken to the bakery, and from thence to the steam-boat.

The 25 immigrants for the Bay of Quinte undergo a similar examination. As the steam-boats for the ports on the bay leave at nine o'clock in the morning, the immigrants are sent to the sheds and supplied with food for the night, if necessary.

The 75 who have no particular destination, and who want employment, remain to be disposed of.

They

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They are generally sent to the sheds for the night, and ordered to be at the office early on the following morning. They undergo the same examination as their comrades. The applications to the office for farm servants, labourers, &c. are examined, and such of the immigrants as will probably suit the applicants, are sent forward. If the supply of labourers exceed the demand, which is frequently the case, the overplus is distributed through those districts which are most likely to require their services. The immigrants thus sent are furnished with the names of some respectable persons residing in the part of the district to which they are directed, with a request that they will have the goodness to send the immigrants to any persons in the vicinity who are in want of labourers. But if they are sent to Toronto, or Hamilton, this duty devolves upon the agents stationed at these ports.

As to the extent of the relief which is afforded to indigent immigrants at this and the other agencies in Canada West, it is confined to medical attendance and comforts to the sick, and free passages and food to the healthy. The rates of conveyance for 1842 are as follows:—

			s.	d.	
From Bytown to Kingston	- - - -	each adult	-	-	2 6 currency.
— Kingston to Dickinson's Landing	- - - -	—	-	-	6 3 —
— — to Ports on the Bay of Quinte	- - - -	—	-	-	4 — —
— — to Cobourg and Port Hope	- - - -	—	-	-	3 9 —
— — to Toronto	- - - -	—	-	-	7 6 —
— Toronto to Hamilton	- - - -	—	-	-	3 9 —
— — to Niagara	- - - -	—	-	-	3 9 —

Being 25 per cent. under the established charges.

Transport by land is of course more expensive than by water. The average expense may be stated at 1 d. per mile for each adult. The supply of food is in all cases proportioned to the time occupied on the journey. We give a four-pound loaf of bread, the cost of which averages about 7½ d. currency, to each person over 14 years old, sent to Toronto, and in proportion to other places. Emigrants who remain in the sheds rarely get more than one or two days' supply of food, unless the head of the family is confined by sickness to the hospital. In such cases the assistance is continued until the patient recovers, or employment can be found for such members of his family as are able to work.

The immigrants by the St. Lawrence do not reach Kingston before the latter part of April, and I generally manage to dispense with the services of the agents at Bytown, Toronto, and Hamilton, until the middle of May. These agencies are generally closed about the 20th of November. The immigrants who arrive before and after the dates above-mentioned, are disposed of without any assistance from the out agents. Upwards of 3,600 emigrants landed at Kingston this year who came from the United States. A large proportion of them came in as early as March and April. I rendered them very little assistance, and that little was, I fear, in some instances granted to improper objects. Being aware that assistance was only granted to immigrants of the current season, many of them pretended that they had recently landed at New York, although their language, as well as the quality of their clothing, proved a much longer residence in the United States.

The correspondence of the office is necessarily extensive, and embraces a great variety of subjects. Besides corresponding with the agents and influential persons in different parts of the province, we are called upon to write letters for the emigrants to their relatives at home, and occasionally to remit funds to enable them to emigrate.

The accounts of the steam-boat proprietors, forwarding merchants, and for the disbursements at the different agencies, are generally rendered in December, and after examination, they are brought into one account current, and transmitted for inspection and audit.

The hospital establishments at Bytown, Kingston, and Hamilton, for the reception of sick indigent emigrants belong to the emigration department, and the physicians who superintended them are paid out of the emigration fund. At Toronto, the indigent sick are sent to the general hospital, and 1 s. per day is paid for each patient during the time he is an inmate of the institution, and the amount charged to this office.

Between the months of May and November, I occasionally visit all the parts to which immigrants are forwarded, in order to distribute any of them who cannot get into the interior without assistance, and to procure work for the unemployed.

All the agents and physicians are required to make monthly returns; these returns are sent to Mr. Buchanan, chief agent, Quebec, to enable him to report to the Government.

I have endeavoured to state, generally, the duties of my office; but it is impossible to enumerate the particular services which I am called upon to render, or the difficulties I have often to contend with.

I have, &c.

Rawson W. Rawson, Esq.  
Chief Secretary, &c. &c. &c.

(signed) A. B. Hawke,  
Chief Emigration Agent, W. D.

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (C.) in No. 1.



## CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (D.) in No. 1.

(D.)

Quebec, 1 December 1842.

Sir,

I HAVE the honour to submit, for the information of his Excellency the Governor-general, the accompanying tabular Return (A.) of sick emigrants admitted, discharged, and died at the quarantine hospital, Grosse Isle, for the season ending October 31st. On comparing the same with the admissions, &c. of previous years (B.), it will be seen that the proportion of sick to the number of emigrants arrived has been somewhat greater this year than last. The mortality of passengers on the voyage has not, however, been so great; while the number of deaths on ship-board last year was 222 out of 28,060 emigrants, or 0.79 per cent.; the number this year has been 302 out of 44,584, or 0.67 per cent.; as in former years, the great majority of these deaths were infants at the breast, young children, and aged persons. The loss of infant life on the passage is very great every year, and is readily accounted for from the circumstance of the mothers, upon whom the children depend for support, being placed under circumstances in every way most unfavourable to affording it. She is in most instances from the country, accustomed to respire pure air, and to take active exercise; from this state she is transferred to the hold of a vessel, where she suffers from sea-sickness, is anxious and alarmed, and her food and water in many cases bad and unwholesome; from these causes the infant, deprived of its usual supply of nourishment, pines and dies from inanition. Aged persons, or those in second childhood, are obnoxious to the same causes, and suffer in proportion. A greater number of the deaths took place this year on board of emigrant vessels that were in their passage out in the early part of May; at which time a succession of severe gales of wind from the S. W. were encountered by all those at that time in long. 30° to 40° W. One gale, which lasted from the 4th to the 6th May, was so violent, as to oblige the emigrant vessels exposed to it to keep their hatches battened down for upwards of 48 hours; during which time much suffering was experienced by the poor people, deprived of fresh air, of the means of cooking, and their *morale* affected by the dread of shipwreck. Many of these vessels arrived with loss of bulwarks, boats, and galleys, and in all cases with a greater proportion of sickness and deaths than those not exposed to the fury of the gale.

This season, as in former years, wherever measles and small-pox broke out on board of crowded vessels, the mortality has been very great. Among the worst cases, I would instance the ship *Mountaineer*, from Liverpool, among whose passengers both these diseases raged, and the number of deaths was 32 out of 505. These passengers suffered also from a deficiency of food, and were reduced to the utmost extremity when they arrived at Grosse Isle; I was under the necessity of admitting 41 to hospital. On board of the bark *Ayrshire*, from Dublin and Newry, there were 25 deaths out of 428. In the *Renfrewshire*, from Glasgow, 16 out of 554. In the *Compton*, from Liverpool, 12 out of 329. In the *Minstrel*, from Liverpool, 10 out of 180. On board of all these vessels both measles and small-pox prevailed extensively, and had the usual effect of vitiating the atmosphere of the hold, and causing fever amongst those of the adult passengers who were not obnoxious to the contagion of these specific diseases.

The number of vessels on board of which typhus fever appeared has not been so great as in former years; aggravated cases of this dreadful pestilence occurred, however, on board of three or four vessels, one of which was the brig *Mary*, from Liverpool, where the disease was evidently the result of want of cleanliness, ventilation, and from insufficiency of food. This vessel was owned by the master, who took in as much cargo at Liverpool as completely to fill the lower hold; the remaining space (technically called the 'tween-decks) he then chartered for a specific sum to a passenger broker, who put into it 214 souls, with their baggage and stores (these last, in emigrant vessels, being usually stowed in the lower hold). The master, unaccustomed to the passenger trade, and having made no contracts with the emigrants individually, did not consider himself bound to enforce cleanliness or good order in the part of the vessel occupied by them; he looked upon them in fact simply as part of his cargo; the consequence of this neglect was the speedy generation of typhus in its worst form, which once begun, went on increasing in a direct proportion to the number of cases, until their arrival at the quarantine station. When I visited the vessel, and put the usual questions to the master, I learnt that five adults had died on the voyage, and that several were ill below. I requested him in the usual manner to accompany me and point out the worst cases, and the treatment he had pursued towards them; this he at once refused, saying, he knew, nothing about them, and that no inducement would make him expose himself by going down into the hold where they were. Upon descending to the hold I witnessed such a scene as can only be witnessed in emigrant vessels where fever prevails; 56 poor wretches lay about in different stages of disease, some violently delirious, others stupid and comatose; those who had no relatives (of which the number was great) were left entirely to an occasional chance supply of moisture for their parched lips. The state of atmosphere in such a confined place could hardly be worse; ventilation (at all times difficult from the construction of the vessel and the superior gravity of foul air) was utterly neglected, and no care was taken to preserve cleanliness by removing even the foetid discharges of the sick. After removing 56 to hospital, I caused the others to be landed on the island and placed in the sheds until their foul clothes and bedding had been thoroughly washed and scrubbed, during which time the chief agent for emigrants authorised the distribution of oatmeal to those destitute of food, or the means of purchasing it. The other most aggravated cases of typhus were on board the brigs *Anne Moore* and the *John White*, from Limerick; the former of these left port with 179 passengers, out of which it was found necessary

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necessary to send 61 cases to hospital, including the master and three of the crew; and from the latter, 26 cases of fever out of 133 passengers. In both these cases the disease was brought on by the exposure and fatigue of the passengers in severe tempestuous weather, which after contending against for two weeks, they had to return to the port in Ireland from whence they sailed, where they were landed and placed in sheds during the time the vessels were undergoing repairs. On commencing their voyage again, fever broke out among them. From the barque Sarah Stewart, 18 cases of fever were admitted to hospital out of 261 passengers. Among the admissions to hospital were 15 cases of fever from the barque Lord Canterbury, from Bristol; eight of these passengers died on the voyage; disease among these people was brought on by their extreme sufferings from cold, wet, and fatigue at the pumps, the vessel having had the misfortune to strike the ice three weeks previous to her arrival at Grosse Isle, and was only kept afloat by the continued exertions of the crew and passengers, who worked the pumps and bailed with buckets night and day.

As offering a favourable contrast to the above recited instances of suffering and deaths, I beg to allude to the case of 23 passenger vessels that arrived at the quarantine station on 3d July. There were on board of these ships upwards of 5,000 emigrants, out of which number I had occasion to send only six to hospital, and but 15 deaths had taken place on the voyage. This comparative absence of sickness and deaths in so large a body of people of all ages, was owing entirely to the extremely favourable weather experienced on their transit to this country. The passage of these vessels did not on an average exceed 30 days, during the whole of which time the weather was never such as to prevent the passengers being on deck. Some of the shipmasters declared they might have made the passage in an open boat, the sea was so smooth and the wind so light; during the 10 years of my official connexion with the quarantine department of the province, I have never witnessed so large a body of emigrants arrive in such good health. The number of births of emigrants on the voyage out, and at the quarantine station, amounted this year to 117; two of these cases were twins; in the great majority of these cases both mother and child did well; two deaths in child-birth took place.

Great advantage has been experienced this year from the substitution of a small steamer for a sailing craft. Convalescents from hospital have been by this means enabled to arrive in Quebec in from three to four hours, without suffering the fatigue consequent upon a voyage of uncertain duration in a small schooner, without beds or bedding.

Another great addition to the comfort of the sick has been made this year by substituting iron bedsteads, such as are used in military hospitals, for the old worn-out wooden stretchers, which it was found impossible to keep in repair, or free from vermin; though these two improvements, together with some other extraordinary disbursements, caused the expenditure of the quarantine station this year to exceed that of last by 595*l.* 2*s.* 3½*d.*, yet the actual expenditure of the hospital department has been only a trifle more in proportion to the number of sick this year than last, as may be seen by reference to the following statement, taken from a document furnished by Mr. Cary, deputy inspector-general of accounts, 10th November:

	1841:	1842:
	£. s. d.	£. s. d.
To Martin Ray, Sundries for Emigrants - - -	187 3 11½	282 15 11½
Milk and Firewood for ditto - - - - -	29 11 4	91 19 2½
£.	216 15 3½	374 15 2½

The number of sick emigrants in 1841 having been 290, gives a fraction less than 15*s.* as the average cost for each patient. The number this season having been 488, gives 15*s.* 4½*d.* as the average for each patient, being a difference of only 4½*d.* each; and this trifling increase was owing to the greater average length of time that patients remained in hospital this season, owing to the many cases of relapse from fever. The same frequency of relapse has been noticed in the fever cases of emigrants treated in the hospital of this city.

The quarantine department sustained a great loss this season by the melancholy death of the Rev. l'Abbé Fortier, the Roman-catholic missionary attached to the hospital for these last two seasons, the unremitting kindness, zeal, and devotion of this gentleman to the sick was beyond all praise; he fell a victim to typhus fever, contracted at a time when the hospital was crowded with bad cases of that dreadful disease.

I cannot conclude this report without again bringing under the notice of his Excellency the Governor-general the urgent necessity that exists for causing a wharf or landing-place to be constructed on that part of the island where the sick are landed; much suffering is every year caused from the want of such accommodation.

I have, &c.

Rawson W. Rawson, Esq.  
&c. &c. &c.

(signed) G. M. Douglas, M.D.  
Medical Superintendent.

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (D.) in No. 1.



CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl.(D.) in No. 1.

(A.)—RETURN of EMIGRANTS Admitted, Discharged, and Died at the Quarantine Hospital, *Grosse Isle*, during the Season ending 31st October 1842.

DESCRIPTION.	Admitted.	Discharged.	Died.	TOTAL.	Fever.	Small Pox.	Measles.	Scarlatina.	Other Diseases.	TOTAL.
Men - - -	160	143	17	160	130	13	1	3	13	160
Women - - -	134	123	11	134	116	11	5	-	2	134
Children - - -	194	168	26	194	88	56	44	6	-	194
TOTAL - - -	488	434	54	488	340	80	50	9	15	488

(B.)—TABLE showing the Number of the Per Centages of Diseases and of Deaths of EMIGRANTS at the Quarantine Hospital, *Grosse Isle*, from 1833 to 1842, both inclusive.

YEAR.	Number of Emigrants Arrived.	Number Admitted to Hospital.	Per Centage of Admissions.	Number of Deaths.	Per Centage of Deaths.	DISEASES.								TOTAL.
						Cholera.	Per Centage of Cholera.	Fevers.	Per Centage of Fevers.	Small Pox.	Per Centage of Small Pox.	Other Diseases.	Per Centage of other Diseases.	
1833 - -	22,062	239	1·08	27	0·12	- -	- -	159	0·72	34	0·15	46	0·21	239
1834 - -	30,982	844	2·72	264	0·85	290	0·95	404	1·30	12	0·07	138	0·45	844
1835 - -	11,580	126	1·08	10	0·08	- -	- -	24	0·21	48	0·41	54	0·46	126
1836 - -	27,086	454	1·62	58	0·21	- -	- -	338	1·21	50	0·18	66	0·24	454
1837 - -	31,894	598	1·87	57	0·18	- -	- -	481	1·51	104	0·33	13	0·04	598
1838 - -	2,918	65	2·23	6	0·21	- -	- -	42	1·44	17	0·51	6	0·21	65
1839 - -	7,214	189	2·62	9	0·12	- -	- -	147	2·04	1	0·01	41	0·57	189
1840 - -	22,065	561	1·54	41	0·19	- -	- -	485	2·15	60	0·17	16	0·07	561
1841 - -	28,060	290	1·03	38	0·13	- -	- -	184	0·65	32	0·11	9	0·03	290
1842 - -	44,374	488	1·09	54	0·12	- -	- -	340	0·76	56	0·12	74	0·16	488
	229,135	3,854	- -	564	- -	290	- -	2,604	- -	414	- -	363	- -	3,854

(signed) Geo. M. Douglas, M.D.  
Medical Superintendent.

(E.)

Sir,

Emigrant Office, Quebec, 23 Dec. 1842.

Encl.(E.) in No. 1. I HAVE the honour to acknowledge the receipt of your letter of 13th instant; and have this day been furnished by Dr. Douglass with a copy of his report on the transactions of the Quarantine Establishment at *Grosse Isle* during the past season.

From this report it is gratifying to find, that notwithstanding the large number of sick which, in the early part of the season, crowded the hospital, the per centage of death has been less than last year.

The cause of the great suffering in the case of the passengers by the brig *Marys*, Redpath master, from Liverpool, to which you drew my particular attention, is, I am happy to state, one of comparatively rare occurrence. In my weekly report to his Excellency of the 26 July, I alluded to the very distressed condition in which the passengers by this vessel arrived, in the following words :—

“ In

"In the brig Marys, Redpath master, from Liverpool, were 213 passengers. This vessel arrived in a most wretched state, at Grosse Isle, from sickness; five deaths occurred previous to her arrival there; and 56 cases of typhus fever were sent to hospital, two of whom died in a few hours after. This vessel cleared from Liverpool, according to the certified list of her passengers, forwarded to this office by the Government agent at that port, with 192 passengers; on arrival here, she was found to have 32 on board whose names were not on the list; she was also exceedingly crowded, the passengers being obliged to keep all their luggage and provisions between decks, there being no room in the lower hold; it (with the exception of a small space for water and fuel) was full of salt. On measuring the superficial space between decks, I found she had only space for 165 adults, whereas she had 180 $\frac{3}{4}$ , being an excess of 15 $\frac{3}{4}$  passengers. The necessary information was immediately placed in the hands of the Crown officer, to prosecute the master for the infringement of the second clause of the Imperial Passenger Act.

"The dreadful condition in which this vessel arrived may, in my opinion, be in a great measure attributed to the crowded state of the vessel, and to her having a cargo of salt in the lower hold, which was full up to the platform or deck occupied by the passengers."

A penalty of 20*l.* sterling, the only one I could enforce, against Captain Redpath, was duly awarded by the Court of Vice-Admiralty, and paid. He afterwards petitioned His Excellency for a remission of the fine, which Mr. Chief Secretary Murdoch referred to me, a report of which I had the honour to forward under date of the 21st July, recommending that his prayer should not be granted.

In the case of the Mountaineer, from the same port, also alluded to by Dr. Douglass, I beg to state that, owing to the complaints made by many of the passengers in this vessel as to the deficiency and impurity of the water furnished them during a part of the voyage, and also the exorbitant prices charged by the master for provisions, he having bought up the surplus stock of some of the passengers, and resold to those in need at a large profit.

On inquiring into these statements, I found sufficient evidence to justify my placing the matter in the hands of the Crown officer, who accordingly entered proceedings in the Court of Vice-Admiralty, and obtained judgment for a mitigated penalty of 5*l.* each in both charges. I also prosecuted him before the magistrates, under the Provincial Act, for removing the berthing of 25 of the passengers previous to her arrival at quarantine, for which he was fined 5*s.* currency for each berth removed.

On arrival at Grosse Isle, many of the passengers were so much reduced from want of food, that Dr. Douglass was obliged to have them landed and detained a few days on the island, in order to recruit. As these people had neither food, nor the means of procuring it, I authorized Dr. Douglass to distribute some oatmeal amongst them.

The very sickly state in which the passengers by both these vessels arrived, as well as many others alluded to by Dr. Douglass, I attribute to the inattention paid to their proper ventilation and cleanliness, and to the want of wholesome food.

I trust, however, that the salutary provisions of the new Imperial Act will provide a remedy in some degree for these evils.

Sickness in the Marys may have been further increased from her lower hold being full of salt, which may, by keeping the place occupied by the passengers damp and cold, have caused the disease to generate more rapidly.

I beg to remark with reference to the comparative advantages of a steamer and a sailing-vessel, as a means of communication with Grosse Isle, that though the distance is only 27 miles from Quebec, yet when a schooner was employed to perform this service, two, and in some cases, three days were occupied in making the voyage to town; during which time, as the accommodations were necessarily limited, the convalescents from hospital were exposed to much hardships and suffering: By means of a steamer the trip in no case occupies more than from three to four hours; and I learn from the medical superintendent that this year, since the employment of a steamer, he has been enabled to discharge the sick much sooner, from their not having to encounter the fatigue of lying out one or two nights in the hold of a schooner.

Another great inconvenience, when a schooner was employed, arose from the impossibility of communicating with the island when the wind prevailed strong from the east, a time when, from the arrival of numerous passenger-vessels, it was often necessary to send down supplies of provisions, stores, medical comforts, &c. I learn from Dr. Douglass, that in the year 1839, from May 25th to June 3d, a period of 11 days, it was found impossible to send the schooner down, though some thousand passengers had arrived, and provisions, stores, &c. were required.

Independent of the great advantage to the convalescent emigrant in being able to reach Quebec on his discharge from hospital with comfort and despatch (an advantage not to be estimated by a pecuniary consideration), the employment of a steamer, by affording a sure and certain communication with the island on fixed days, will hereafter enable individuals in town to furnish various supplies, such as fresh meat, bread, &c. at a much less rate than they have hitherto been supplied by contractors, who had to bring them at their own expense in boats from the main land.

Should the increased expense of a steamer be deemed an objection to its employment, another season I would beg to suggest, that rather than return to the employment of a sailing vessel, a steamer should be engaged to make one trip a week in place of two, and that an allowance of 50*l.* for the season should be made to keep a small craft constantly at the station to make a trip to town for supplies once a week, or whenever an emergency should

CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl. (E.) in No. 1.



CANADA.

No. 1.

Sir C. Bagot to  
Lord Stanley,  
26 January 1843.

Encl.(E.) in No. 1.

occur; by this means the chief advantage of a steamer would be obtained, without incurring greater expense than that paid for a schooner.

I am convinced a steam-boat can be had to perform this service once a week throughout the season for 250*l.* to 300*l.*, and 50*l.* more would cover the expense of keeping constantly at Grosse Isle a small craft, as before stated. By this means the total expense would not exceed that incurred for a schooner in former years.

The great necessity of a wharf at the island, where the sick and other passengers could, with their baggage, &c. land in safety at all times, has been felt and admitted every year since the establishment was formed; and though the melancholy loss of life which took place in 1832, has not again occurred, it is owing solely to the great care and vigilance employed in preventing boats leaving the shore with passengers in stormy weather; but even with the utmost care, the bedding and luggage of emigrants is frequently completely wet from the surf.

In 1838 a survey of the island, with a view to the erection of a wharf, was made; a site was selected, and a contract made for the work, which was completed the following autumn; it unfortunately happened, however, that the spot was injudiciously chosen, and the work so slightly performed, that the ice carried it away the ensuing spring, leaving the establishment still labouring under all the evils arising from the want of such a convenience. From personal knowledge of the island, and from the opinion of practical men, among whom I would mention Captain Boxer, R.N., who visited and sounded that part of the island where a wharf can be made at a comparative small cost, at which vessels of any size could lay, and land, or take off their passengers and baggage at all times; and, owing to the low price at which the necessary timber and labour can now be procured, I have no doubt it could be built in the course of the ensuing summer, on very advantageous terms.

From the many improvements that have been made each year in the hospital buildings, and passengers' sheds, the only expense now necessary to render this useful establishment complete, is the erection of this wharf or landing place.

I have, &amp;c.

Rawson W. Rawson,<sup>1</sup> Esq.  
Chief Secretary, &c. &c. &c.

(signed) A. C. Buchanan,  
Chief Agent.

## NEW BRUNSWICK.

NEW  
BRUNSWICK.

— No. 2. —

(No. 5.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke*  
to Lord *Stanley*.No. 2.  
Sir W. M. G. Cole-  
brooke to Lord  
Stanley.  
30 Jan. 1843.

My Lord,

Fredericton, New Brunswick,  
30 January 1843.I HAVE the honour to enclose to your Lordship two reports which have been  
made to me by the emigrant agents at St. John's and Fredericton.

I have, &amp;c.

(signed) *W. M. G. Colebrooke*.

Enclosure 1, in No. 2.

Sir,

Government Emigrant Office, St. John,  
New Brunswick, 2 January 1843.

I HAVE the honour to acquaint you, for the information of his Excellency the Lieutenant-governor, that the number of immigrant arrivals in the province during 1842, is 8,329, exclusive of desultory unofficial migrations through Prince Edward Island, Nova Scotia, and the United States, as per accompanying Return. A gratifying feature manifested itself in this immigration, in the general state of health in which they arrived, there being fewer cases of sickness or casualties amongst them than I ever witnessed in proportion to numbers, the details of which were duly transmitted in the prescribed returns. Many proceeded immediately into the interior to join their friends, with a view of permanently settling there.

Encl. 1, in No. 2.

Since the Report which I had the honour of submitting to the Lieutenant-governor on the 16th July last, nothing has yet occurred in the general affairs of the country to induce more flattering prospects of demand (for a time at least) for immigrant labourers. When, however, the reaction in business at home shall have realized steps of permanent improvement (now so auspiciously begun), then, and not till then, will its beneficial effects be sensibly felt amongst all industrial classes here; for we cannot conceal from ourselves that such has been the extent of exhaustion in the monetary and other resources of the many, that it must be a work of some time to redeem their condition. In the present state of depression and distress here, the debt of thankfulness of immigration and humanity is due to his Excellency Sir William Colebrooke, for it is to his timely intervention with the Right honourable the Colonial Secretary of State, that an accumulating torrent of emigration was stayed at home. Had they reached this province, it could only have been to augment the body of misfortune now heavily pressing on the community. These expressions are, you will perceive, Sir, inapplicable to another class of immigrants whom it is most desirable to have in the country; I mean, a rural population composed of solvent yeomanry and small farmers with sufficient means to make permanent settlements.

The rates of wages and prices of provisions for the past quarter, are indicated in the quarterly abstract for the provincial secretary's office. It is a source of deep regret, that there is no Board of Works to employ immigrants.

Alfred Reade, Esq.,  
&c. &c. &c.I have, &c.  
(signed) *A. Wedderburn, G. E. A.*



NEW  
BRUNSWICK.

No. 2.  
Sir W. M. G. Cole-  
brooke to Lord  
Stanley.  
30 Jan. 1843.

Encl. 1, in No. 2.

ABSTRACT RETURN of IMMIGRATION to the Province of *New Brunswick*, between 1st January and 31st December 1842.

Where Arrived.	Men.	Women.	Children.	Total.	REMARKS.
St. John - - - -	3,277	2,794	1,494	7,565	Comparatively few cases of sickness or casualties; deaths, 9; 5 drowned.
Miramichi - - - -	151	94	87	332	
St. Andrew's - - - -	195	129	99	423	
Bay Verte - - - -	—	—	—	—	None direct from the United Kingdom. Emigrants join their friends <i>vid</i> St. John. Several families arrived from Prince Edward Island.
Richibucto - - - -	—	—	—	—	
Bathurst - - - -	—	—	—	—	
Dalhousie - - - -	—	—	—	—	Desultory immigration arises chiefly from casualties to shipping from the United Kingdom; but the migration from the United States to this province is spontaneous.
Shedrac - - - -	—	—	—	—	
	3,623	3,017	1,680	8,320	

Emigrant Office, St. John, New Brunswick, } (signed) A. Wedderburn,  
2 January 1843. } G. E. A.

Enclosure 2, in No. 2.

Government Emigrant Office, St. John,  
New Brunswick, January 1843.

Sir,

Encl. 2, in No. 2.

IN obedience to the commands formerly received, I transmitted to the provincial secretary's office the abstract account of immigration here for 1842, for the information of the Right honourable the Colonial Secretary of State; and I have now the further honour to submit to his Excellency the Lieutenant-Governor a communication recently made to the Commissioners for Colonial Land and Emigration, being extended, but collateral observations to the remarks in the forwarded printed official category. A gratifying feature in the immigration of last year was the comparatively healthy state in proportion to numbers in which the parties arrived here, which is in a great degree attributable to the salutary measures of the colonial and emigration departments. The intervention of Sir William Colebrooke with Lord Stanley, to check the fall emigration; was most timeous and beneficial; had they arrived in the bodies apprehended here, they could only have formed accumulations of misfortune, now lying so heavily on this community.

Total arrivals,  
8,320 souls.  
Divisory Scale:  
Adults:  
Males - - 3,623  
Females - 3,017  
Minors - - 1,680  
Total - - 8,320

Since the report which I had the honour to submit on the 16th July last, nothing has occurred in the general aspect of affairs in the province to warrant me in holding out any more flattering prospects (for a time at least) of demand for immigrant labour. Whenever the reaction in business shall have attained such valid advances in improvement as will indicate stability, then, and not till then, can the beneficial effects be felt among the immigrants and others here; for it cannot be concealed from ourselves, and the fact ought not to be withheld from the knowledge of those interested abroad, that such has been the extent of exhaustion in the monetary and other resources of the many here, that it must be a work of time to establish anything like a permanent redemption in their condition and circumstances, or to enable their industry and enterprise to benefit from the abundant natural capabilities of the province, or the advantages it affords. Much solicitude as his Excellency has evinced to meliorate the condition of immigrants, it is deeply to be regretted that the necessary and effectual sinew, a solvent exchequer, is wanting to enable the executive to initiate and extend works of public utility, wherein a systematic course of employment for emigrants might be established. Although rates of wages are inserted in the abstract, I regret to say that they in most cases must be considered but nominal, and only a very small number of mechanics, artizans, or labourers can be employed, and that, too, intermittently.

State of the country at present affecting immigrant labour.

Public works, and emigrant employments.

The prices of provisions have, however, been also very low, owing alike to the abundant harvest, clemency of fall weather, and scarcity of money. Those low prices tended essentially to alleviate the distresses of the immigrants here.

Highland Society.

Agricultural Society.

Associate system.

I look forward with no small degree of confidence to receiving in future beneficial action and co-operation on behalf of immigrants from our recently established Highland Society; and I am enabled to acquaint the Lieutenant-governor that the best feeling manifests itself amongst the members of the Agricultural Society here towards the humble settlers, and that on the limited funds admitting, it is intended to reward the deserving and industrious by donations of suitable seeds, to enable them to prosecute their labours with advantage.

The associate system of settlement organized by Sir William Colebrooke must eventually prove

## PAPERS RELATING TO EMIGRATION.

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prove of much advantage to immigrant settlers in the country. The original avocations of the parties constituting the associations, and their practical experience and knowledge of the work in the woods, guided by their general intelligence, render them good examples and able schoolmasters in the bush to subsequent settlements in the neighbourhood.

I have, &amp;c.

Alfred Reade, Esq.  
&c. &c. &c.

(signed) *Alexander Wedderburn, G. E. A.*

NEW  
BRUNSWICK.

No. 2.

Sir W. M. G. Cole-  
brooke to Lord  
Stanley.  
30 Jan. 1843.

Encl. 2, in No. 2.

## Enclosure 3, in No. 2.

To his Excellency Sir *William M<sup>c</sup>Bean George Colebrooke, K.H.*, Lieutenant-Governor  
and Commander-in-Chief, &c. &c. &c.

May it please your Excellency,

IN making a report for the past year, as emigrant agent at Fredericton, I beg leave to call your Excellency's attention to the provincial statute, page 587-8, under which the funds that may be obtained from emigrants arriving in the province, are directed to be applied, and under which I am satisfied a sum is collected sufficient, if properly expended, to meet its object, which is the relieving destitute and diseased passengers and emigrants, and in assisting them to reach their places of destination within the province.

But, unfortunately, the Act further provides that sums so received shall be applied from time to time by grants of the legislature; and as that body does not meet till the season has passed away when passenger-ships arrive, and as the Lieutenant-governor for the time being has no authority to apportion any part of the sums so obtained to assist emigrants in distress, or aid them on their arrival in this country, the result is they are thrown upon the community as paupers, to be provided for by the commissioners of the poor, who subsequently apply to the legislature for remuneration, where their claims are frequently reduced. Hence a stigma is attached to persons thus unfortunately situated, which attaches to them and their families in after-life.

I know an instance myself where the descendants of a person who came to Halifax, Nova Scotia, several years since, in a very humble situation in life, have by their prudence and integrity raised themselves to seats in the Council of that and another colony; and yet under the system pursued in this province, had he obtained some trifling assistance, which probably he would afterwards have repaid, it must have been doled out to him by the commissioners of the poor, and would not have been forgotten by those malignant persons with whom every community abounds.

There is also some little allowance to be made for the feelings and habits of those poor people who leave the country of their nativity to seek in a strange land another home. For instance, the Irish, and I believe the remark applies to the Scotch and English emigrants, never having been accustomed to eating Indian meal, they dislike it; in fact in some instances they cannot eat it, although it is a wholesome and excellent description of food, without experiencing ill effects. But oatmeal they will gladly take. Yet in every instance that has come under my observation, the commissioners of the poor give Indian meal; and those who endeavour to obtain oatmeal are considered as improperly fastidious.

To remedy the difficulty that arises from the interference of the commissioners, and to relieve them from a disagreeable duty, as also to secure an economical and proper expenditure of the Emigrant Fund, I would suggest that it should be placed at the disposal of the Lieutenant-governor to be applied for the relief and assistance of emigrants, under his Excellency's immediate directions, by persons who act as emigrant agents, or others who may perform that duty where numbers of emigrants annually arrive; a detailed account to be rendered to the legislature at the close of each year.

There is another proceeding attending the passage of emigrants that materially affects their comfort during such passage, and their circumstances on their subsequent arrival in the colony, to which I beg leave to call your Excellency's attention, for the purpose of bringing it under the notice of Her Majesty's Government.

The emigrants on leaving Great Britain generally provide for themselves and families, as they conceive, a sufficient supply of food to last during the entire passage; but owing to the prevalence of adverse winds, and I fear, in some instances, the cupidity of the masters of the vessels, the passages are protracted to an unusual length; and the poor people having consumed their provisions, are at the mercy of these men, who sell supplies to them, as I have understood repeatedly from emigrants who have come to my office in a destitute condition, at an exorbitant rate, so that when the voyage is ended, individuals with families, who when they embarked had funds that would have materially assisted them, on their arrival in the province are reduced to abject poverty, and have been compelled to dispose of their clothing to support nature on their being landed after the termination of their voyage.

This would be obviated if the masters of vessels taking passengers were compelled to have at least two months' supply of provisions for both passengers and crew, and that a fixed

Encl. 3, in No. 2.



NEW  
BRUNSWICK.

No. 2.

Sir W. M. G. Cole-  
brooke to Lord  
Stanley.

30 Jan. 1843.

Encl. 3, in No. 2.

price should be prescribed for adults and children, and the articles constituting a ration, and their quality and quantity, also defined by some competent authority at the place of departure.

This may seem at first sight to inflict a hardship upon the owners and masters of vessels; but the price of a ration might so be fixed as to repay them for their outlay; and when it is recollected that the conveyance of passengers is a mere business transaction, and that credulous and ignorant people are continually imposed upon by the cupidity of persons in command of emigrant ships, it will be found to be a course consistent with justice as well as humanity.

With reference to the description of emigrants that should resort to this province, I would beg leave to remark that in the absence of any great public undertaking, a sufficient influx of the labouring class will find their way hither, through the representations of interested persons, or owing to the recommendations of their friends and acquaintances, and as many as can well become annually merged in the population of the province.

There is, however, a class of settlers wanting in this province, and to whom it offers probably as great inducements as can be found elsewhere; and that is persons of limited means, say possessing from 300 *l.* to 500 *l.* Owing to the great loss that attends lumbering pursuits, there are numbers of farms throughout the province which have become mortgaged to the merchants, who have advanced supplies and money to pay for their licences, and which would be disposed of at a cheap rate if purchasers with means could be found; and there are large quantities of cleared land throughout the province which are entirely neglected, that might at a comparatively trifling expense become cultivated and fertile tracts of country.

Were persons so situated, therefore, to emigrate to this province in bodies, including among their number a due proportion of artisans, such as smiths, carpenters, shoemakers, tailors, masons, &c., with a schoolmaster, and perhaps a clergyman, not only would their condition be permanently improved, but the country would be better settled by a description of persons being infused among the population who would possess superior information and attainments, and they would form for themselves very happy communities.

The settlement of the boundary question will open up a fine country for the reception of emigrants; and I look upon it as an object of importance, that an English or Scotch population should inhabit the upper part of the county of Carleton, between the River St. John and the Grand Falls, as they would be diverted from those animosities and prejudices which might have a tendency to disturb that tranquillity which is so desirable should be established and cultivated between the people of these provinces and the neighbouring state of Maine.

There are considerable quantities of cleared land between Woodstock and the Arestook, particularly within the first 15 or 20 miles above the former place, that are only partially cultivated, where settlements could be made; and there are also large tracts of wilderness lands beyond that owned by absentees, and belonging to the Crown, which should no longer be locked up. These are at present held by absentees or other persons, to whom grants have been made between the Medurmkek, which empties into the St. John's at Woodstock; and the Grand Falls, 23,000 acres, and the vacant or ungranted land in that quarter, comprises about 25,000 acres more. The soil, as far as I am acquainted with it, and from the best information I can obtain, is of a superior quality, and the climate is remarkably fine.

There is also abundance of good land in the vicinity of the projected road to the bend of Petticodiac, between North River and New Canaan, amounting to 10,000 acres, including the Albert settlement, which has been surveyed, where new settlements could be advantageously formed. But whether sitting down in villages, or dispersed in separate farms, where the country has been partially cleared, or penetrating into the wilderness of the province, it is essential that parties arriving here depend mainly on the labour of their own hands, and understand something of agriculture. When such is the case, after having procured land or purchased farnus, paid for their stock, and each head of a family having retained, say from 100 *l.* to 150 *l.*, they would have sufficient to support themselves and families till the crops of the first and second years would meet their requirements; and if the subsequent life of each individual should be marked by industry and prudence, it would be one of constantly increasing comfort and independence.

There is a fine tract of land, commencing about 10 miles from Fredericton, called the Rusagonis settlement, which, owing to the lumbering pursuits of the inhabitants of that part of the province, has been much neglected; it extends from the Maryland settlement towards the Oromucto River. The land, generally speaking, is good, and the situation is delightful; I should say that 40 or 50 families might sit down in that direction in great comfort, and at a moderate distance from the seat of government.

On the south west Miramichi River there is abundance of fine land, and I believe a number of farms that might be bought at a very cheap rate, owing to the losses sustained by lumbering. The distance from Fredericton to where the road strikes the Miramichi River at Boiestown, is between 30 and 40 miles.

With reference to the immigrants who came to Fredericton from St. John and other parts of the province, in considerable numbers, during the early part of the summer, they were chiefly of the labouring class, many with helpless families, most of whom had parted with what trifling means they possessed before leaving the vessels in which they came passengers,

or

## PAPERS RELATING TO EMIGRATION.

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or by the sale of articles of clothing in St. John's, and were consequently in destitute circumstances. I gave these people such advice as my knowledge of the country enabled me to afford, and passed them on to different parts of the province.

In some few instances, when nothing else could be done, I sent them back to St. John's in the steamers, incurring thereby an expense of some 3*l.* or 4*l.*, which I hope will meet with your Excellency's approbation. Those of them who were apt, and calculated to make themselves useful, however, have, with few exceptions, succeeded in obtaining employment.

With a slight exception (there being probably ten or a dozen English people, among whom were two shipwrights, whom I forwarded up the river in December), the emigrants who came to me were all Irish; and there is this difficulty about this description of persons, that they will often apply for and receive aid when they are in possession of sufficient funds of their own; and it is almost impossible to determine between cases of real poverty and affected want. The Scotch seldom or never beg; and I do not recollect an instance of a person of that nation applying for charitable relief under ordinary circumstances. On their arrival they generally penetrate into the country, and procure employment; but the Irish will hang about towns while a farthing remains in their pockets, and then, when necessity compels them to resort to the country, will demand wages far beyond what they can earn, or farmers can afford to give. I feel much gratified, however, in stating that the Irish immigrants who have arrived out during the last two years in particular, were remarkable for sobriety; and I never saw an instance of inebriety, either among those who applied at my office or in the street.

Whatever may be the determination of Her Majesty's Government with reference to emigration, I cannot conclude this report without remarking, that this province seems hitherto to have been singularly unfortunate in this particular. Possessing abundance of land of the finest quality, intersected by numerous rivers of considerable extent, many of which abound with salmon and other fish, with a salubrious climate, at no great distance from the mother country, which may be reached in a fortnight, it offers every inducement to a person desirous of emigrating and possessing property, who, with moderate means, can live here in independence. Those who can command funds to support them during the first year of their residence are sure to succeed; and there are numerous instances where persons, without any means whatever beyond their own labour and industry, have cleared away the wilderness around their dwellings, and have converted it into profitable and fertile farms, who are now living in the enjoyment of every comfort which the bulk of a community can anywhere obtain.

I have, &amp;c.

(signed)

*Edmond Ward,*

Assistant Emigrant Agent.

Fredericton, 24 January 1843.

NEW  
BRUNSWICK.

No. 2.

Sir W. M. G. Cole-  
brooke to Lord  
Stanley,  
30 Jan. 1843.

Encl. 3, in No. 2.



NEW  
SOUTH WALES.

## NEW SOUTH WALES.

—No. 3.—

No. 95.

COPY of a DESPATCH from Governor Sir *George Gipps* to Lord *Stanley*.

No. 3.  
Sir George Gipps  
to Lord Stanley,  
23 May 1842.

Government House, Sydney,  
23 May 1842.

My Lord,

I HAVE the honour herewith to enclose three copies of a Report recently made to me by the immigration agent of this colony, which, though nominally only for the year 1841, contains a general notice of the progress of immigration up to the arrival of the last of the emigrants who left England previous to the 1st November 1841.

On comparing this Report with my own despatch, No. 88, of the 14th May 1842, and the memorandum which accompanied it, your Lordship will perceive that but little difference of opinion exists between myself and the immigration agent—the principal, perhaps, being, that whilst I have recommended that in any future emigration the selection of the emigrants should be left to the agents of the parties contracting to bring them to this country, Mr. Merewether recommends that they should be selected by the agents of government.

Your Lordship will perceive that Mr. Merewether has given all the information in his power respecting the way in which the immigrants, during the last 18 months, have been distributed in the colony; and I desire particularly to request attention to those paragraphs in pages 39 of his Report, which relate to this matter, as in your Lordship's despatch, No. 16, of the 14th October 1841, I was desired to afford information on this subject.

Of the large encampment of emigrants which was to be seen in Sydney a few weeks ago, all the tents, with the exception of five, have now, I am happy to say, disappeared.

At Port Phillip the number of unemployed immigrants is still considerable; but this is in great part to be accounted for by the long detention in quarantine of the ship *Manlius*.

Male immigrants at Melbourne, not able to make better engagements, are still employed by government, though their wages have been reduced from 20s. to 18s. per week. There were 362 men so employed on the 1st of the present month; and about 250 women and children were at that time still receiving assistance from the government.

I have, &c.  
(signed) *Geo. Gipps*.

Enclosure in No. 3.

REPORT on IMMIGRATION, for the Year 1841, by *Francis L. S. Merewether*, Esq.,  
Agent for Emigration; with an Appendix.

Encl. in No. 3.

Sir,  
I do myself the honour to transmit to your Excellency my Report on Immigration to this colony for the year 1841, together with a series of returns illustrative of the subject. In these documents I have endeavoured, in accordance with the instructions under which this Report is made, to embody all such statistical information as the records of my office enable me to furnish, of a nature likely to be "either useful or interesting to Her Majesty's Government or to the colonial or British public."

Appendix (A.)

The Return marked (A.) presents a detailed account of the bounty immigration of the year, showing the number of ships in which bounty immigrants arrived, the number of bounty immigrants landed from each ship, the place where they were landed, and the cost of their introduction.

From

## PAPERS RELATING TO EMIGRATION.

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From this document it will be seen, that during that single year, 99\* ships, whose aggregate measurement amounted to about 35,000\* tons, were engaged in the conveyance of bounty immigrants to this colony, and that of this number, no less than 89 were specially fitted out for the purpose.

It will also be seen that from these ships were landed, at Sydney 11,757, and at Port Phillip 7,766, bounty immigrants, making a total of 19,523 souls added to the working classes of the population, at a cost to the colony of 327,106 *l.* 2*s.* 10 *d.*

The Return marked (B.) shows the proportion in which the several counties, and principal subdivisions of the United Kingdom, have contributed to the amount of labour imported during the year 1841.

Having heard complaints that many immigrants, hired as farm labourers, have proved utterly ignorant of almost every branch of their business, as well as slovenly in their mode of doing the work set before them, I cannot pass on from my notice of this document without an expression of regret, that of the very large number who have obtained free passages under the description of "Agricultural labourers," so very few should have been selected from those districts where agriculture is most generally and most successfully pursued, and where, consequently, the best husbandmen are to be found.

From Return (C.) it will be seen :—

1st. That of the number of persons who arrived on bounty, including children, 9,750 were males, and 9,773 were females; and that of the males, 7,335, and of the females, 7,599, were above the age of 15 years, and immediately available therefore for work.

2dly. That of the total number of bounty immigrants, including children, 4,563 were natives of England; 1,616 were natives of Scotland; and 13,344 were natives of Ireland.

3dly. That of the total number of bounty immigrants, including children, 10,009 were Protestants; 9,476 were Roman Catholics; 37 were Jews, and one (happily a solitary case) was a member of no religious communion.

4thly. That of the total number of adults imported on bounty, 8,643 could read and write; 2,961 could read only; and 3,178 could neither read nor write.

5thly. That of the adults, 3,425 males, and 3,396 females, were married; and 3,758 males, and 4,203 females were unmarried.

Return (D.) shows the number of deaths and births which occurred, either on the voyage or in quarantine, amongst the passengers of all classes who arrived in ships conveying bounty immigrants, and is, perhaps, the most gratifying of all the documents appended to my Report.

From this return it appears that out of 22,335 souls (including children, amongst whom the greater number of deaths occurred), who embarked in ships which arrived in the colony with bounty immigrants during the year 1841, 21,705 were landed in safety, the diminution by death of the number which left Great Britain having amounted only to 630, being in the proportion of rather less than three in each hundred persons.

Return (E.) shows the trades or callings of the bounty immigrants who arrived during the year 1841, according to their own statements when examined before the Board; and also the average wages given to persons of those callings at the close of that year.

This return is the only one of those forming the Appendix to my Report which I cannot submit as an accurate statistical document. The immigrants having been rapidly hired on board the vessels in which they arrived, I have been unable to obtain any satisfactory record of their engagements, by means of which to classify them, according to their actual employment in the colony, instead of according to their own representations of themselves. This return will, therefore, be found to give a very imperfect account of the distribution of the labour which arrived. For example, the number of agricultural labourers appearing in the Table being 5,149, and the number of shepherds being only 331, it is obvious that many of those who professed the former occupation must be actually employed in the latter; and that, in this instance at least, therefore, the return is defective, as it does not afford a correct view of the proportion in which the demand for these two descriptions of labour existed and was supplied. It is, however, in the number of these two classes only that inaccuracy exists to any considerable extent. The numbers assigned to the other callings may be considered as very nearly correct.

Though I have not been able to show with such accuracy as I could wish the manner in which the labour imported during the year 1841 has been distributed, yet that it has been distributed with a rapidity which might have been deemed almost impossible, considering the difficulty of communication with the interior, I have the means of affording most satisfactory proof. At the close of the third quarter of the year, the immense number of immigrants who were arriving at Sydney in continuous succession, rendered it impossible that those of a less eligible description should find employment within the 10 days during which a maintenance was provided for them on board ship; the admission into the immigrant barracks, and the temporary maintenance there of such labourers with families, and such single women as, through no fault of their own, were discharged from their respective ships, without engagements, was in consequence sanctioned by your Excellency. The total number of

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Appendix (B.)

Appendix (C.)

Appendix (D.)

Appendix (E.)

\* Not including the "William Money" and the "Perfect." See Remarks in Return (A.)



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of persons from time to time received into the barracks, under the above circumstances, up to the end of the year 1841, was									
Married men with families	-	-	-	-	-	-	-	-	200
Single females	-	-	-	-	-	-	-	-	172
The number lodged in the barracks on the 1st of January 1842 was,									
Married men with families	-	-	-	-	-	-	-	-	31
Single females	-	-	-	-	-	-	-	-	15

So that out of 2,997 adult men, and 1,700 adult single women, or 4,697 working hands, who arrived at Sydney during the last half of the year 1841, 372 only failed to obtain employment within 10 days after their arrival in Sydney, and 46 only remained without employment on the first day of the present year.

At Port Phillip it was found necessary to make similar provision for the immigrants who did not find immediate employment ; and from returns furnished by his Honor the superintendent of that district, it appears that out of 2,115 adult males, and 1,299 adult single females, or 3,414 working hands, landed in the district on bounty during the last half of the year 1841, 42 men with families, and 65 single women, or 107 working hands, only were without employment on the 1st day of January 1842. These statements render unnecessary any comment on the great demand for labour which must have existed in the colony, and the almost overwhelming distress which, but for its arrival, would have been experienced.

The rates of wages inserted in this Return (E.) are principally taken from averages struck on the wages given in 10 different districts of the interior, according to returns furnished to the principal superintendent of police, by the police magistrates of those districts. The present rates of wages are somewhat lower than those given in this Table, but the reduction is so inconsiderable as to afford in itself a satisfactory proof that the labour market is still much understocked.

Appendix (F.)

Return (F.) shows that the total immigration to the colony during the year 1841, including persons who arrived without any assistance from the Government, amounted to 23,200 souls ; of whom 14,652 were landed at Sydney, and 8,548 at Melbourne.

By a remark annexed to this return, it will be seen, that in the number of immigrants represented as having arrived without cost to the Government, are included 127 adult males, 381 adult females, and 72 children, who embarked as bounty immigrants, but were not paid for by the Government in consequence of their ineligibility under the colonial regulations.

The male portion of these rejected immigrants contains some few above the prescribed age, and some single men in excess of the number of single women, and on that account ineligible ; but it is principally composed of persons represented to be agricultural labourers, but proving to be of other callings, such as tutors, clerks, overseers, butlers, valets, auctioneers, tradesmen, and others not coming within the description given in the bounty regulations.

The females who were rejected on their own account, and not on account of the ineligibility of their husbands, consisted of some few young women of a superior class to that of domestic and farm servants (which is now the only class admissible on bounty), or of an age above that prescribed by the regulations, or of notoriously bad characters, but principally of young females, not under the protection of married couples, in the manner contemplated by the regulations. The disallowance of bounties, made on this ground, has been large, and in some instances, perhaps, the rigid adherence to the principle of the regulations, which has been found necessary, has involved the rejection of women of an unexceptionable description in other respects. It is, however, satisfactory to myself, and to the other members of the Board, in looking back upon their discharge of a painful duty, to know, that whenever, subsequently to the report of the Board, and the payment of the bounties on immigrants by any ship, facts have come within my knowledge of a nature prejudicial to the character of any single females, these females have almost invariably been found amongst the number of those on whose account no payment was made, in consequence of their not having been under proper protection.

Appendix (G.)

Return (G.) is a comparative statement of the annual amount of immigration during the past four years, from which it will be seen that the number of bounty immigrants who arrived during the year 1841 was less than the aggregate number which arrived during the entire period of the three preceding years by 691 souls only.

The number of immigrants who arrived without cost to the colony during the year 1841, was 3,677, which is less than the aggregate number of the three preceding years by 2,593.

That unassisted immigration has not progressed in the same ratio with assisted immigration may be in some degree attributed to the discouraging accounts which have reached England of the state of the colony, and which must have had the effect of preventing both large and small capitalists from embarking their fortunes in this country, during the continuance of its commercial distress. As this distress is now fast passing away, it is not an unreasonable hope that our next supply of labour will be accompanied by an influx of capital seeking investment in the surplus produce and stock of the colonists, which is now waiting for a market, and thus giving renewed impetus to the further development of the resources of the country, and opening an unbounded field for the employment of the productive classes.

The very small number of capitalists who arrived in the colony, or who have entered into agricultural or pastoral speculations, affords further proof of the great demand for labour which

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which existed during the year 1841 amongst the old colonists, by whom that which arrived has been almost entirely employed.

From the same Return (G.) it will be seen that the immigration of the four years ended 31st December last, has amounted to 49,684 souls, of whom 39,737 have been introduced at the public expense.

Though it is gratifying to be able to state, that the "want of every description of labour," of which my predecessor, with so great cause, complained in his Report on Immigration for the year 1840, has been, in a very great measure, removed, yet I am far from thinking that the want has as yet been nearly met.

The temporary cessation of immigration will operate very advantageously, as it will afford time and opportunity for the recently arrived labour to settle itself throughout the colony.

On the re-commencement of immigration, the higher rates of wages before the immigrants, as they recede from their place of disembarkation,\* will have had the effect probably of withdrawing all but what may be called the perennial labour, or the labour required all the year round from the agricultural districts in the neighbourhood of the capital. In these districts I am of opinion that the next harvest season will bring back a very large demand for additional hands. Under the circumstances of this colony it will not be possible at any time to form anything like a correct estimate of the labour likely to be required; but I feel persuaded that 2,000 males and 1,000 unencumbered females will not meet the demand which will exist during the last quarter of the present year.

The descriptions of productive labour which are now, or are likely to be, in such demand, as to make a provision for their supply out of the public funds desirable, are those, and only those, which are enumerated in the Bounty Regulations of the 3d March 1840; viz. agricultural labourers, shepherds, carpenters, smiths, wheelwrights, bricklayers, masons, and female domestic and farm servants. Sawyers, uniformly paid for by the Government, and brick-makers, might perhaps be specially mentioned.

For males of a superior description, such as clerks and farm overseers, there is at present no demand; and such persons have latterly been subjected to great privations, as well as great disappointment, on their arrival.

For nursery governesses, ladies' maids, and females of a similar description, there is also no demand; and the emigration of such persons (unless with friends to protect and provide for them until they can find employment) is but too frequently productive of misery to themselves and injury to the community.

The number of bounty immigrants who have already arrived in this colony since the commencement of the present year is as follows:

SYDNEY.									
Adults	-	-	-	-	-	-	-	-	3,156
Children	-	-	-	-	-	-	-	-	1,159
									<hr/> 4,315
PORT PHILLIP.									
Adults	-	-	-	-	-	-	-	-	1,007
Children	-	-	-	-	-	-	-	-	316
									<hr/> 1,323
TOTAL									<hr/> 5,638

In addition to the above, about 1,000 persons have arrived without cost to the colony, making the total number of all classes landed in New South Wales, between the 1st of January last and the present date, amount to about 6,565 souls.

Of the number of bounty immigrants landed at Sydney, the following only now remain in the barracks without employment:

Men with families	-	-	-	-	-	-	-	-	27
Widows with families	-	-	-	-	-	-	-	-	3

In the uncertainty which at present hangs over the conduct of immigration to this colony, I am without the means of forming any estimate of the numbers who may be expected to arrive during the remainder of the present year.

I am happy to be able to report to your Excellency, that so far as my experience reaches, the ships employed in the conveyance of immigrants, during the past and present year, have been almost uniformly of a class well adapted to the service.

I can also speak in terms of commendation of the manner in which the ships generally have been fitted out and provisioned.

On these heads it occurs to me only to remark, 1st, that it would be desirable, in future, that a description of food, more suited to their constitution than that issued to adults, and now to children also, should be provided for the latter; and, 2dly, that of two modes in which

\* It will be borne in mind, that as the immigrants recede further from the capital, whence all supplies are transmitted at a heavy cost of conveyance, the price of clothing will increase as well as the rates of wages, though probably not nearly in the same ratio. See Return (E.)



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which ships have been fitted up, under the sanction of the authorities at home, recent experience has, I think, shown that to be the better in which the three compartments of the passengers' deck, allotted respectively to the single males, the families, and the single females, are divided from each other by wooden partitions. These partitions, when formed entirely of bars or grating, cannot offer much obstruction to the current of air, and contribute essentially to the preservation of order and morality.

Having bestowed commendation so far, as by abler judges than myself commendation has been allowed to be due, I must respectfully beg to be permitted to stay my remarks at this point, beyond which general praise cannot go. Short as has been my experience in the Immigration Department, I shrink from using individually the strong terms in which the Immigration Board have censured the numerous abuses latterly brought under their notice, and to use weaker terms, would be an injustice to their feelings as well as my own. I beg, therefore, simply to recal your Excellency's attention to the several special reports made by the Board during the past nine months, if, indeed, the facts brought within your knowledge, by the evidence appended to those reports, are not so deeply impressed upon your memory as to need no revival from without.

As regards the conduct of immigration for the future, I must beg, with submission, to express my doubt, whether the selection of the immigrants can wisely be intrusted to mercantile speculation.

The merchant has been truly and justly designated "the friend of mankind;" but in all dealings with him it must be borne in mind, that however beneficial to the public may be the effects of his enterprise, yet, that his occupation is not the exercise of philanthropy, but the pursuit of gain. And in sending out emigrants for the benefit of New South Wales, the question with the merchant will be, not how he can best promote the interest of the colony, but how he can perform his contract in the most profitable manner to himself. And if, as he sits in his counting-house in London, he finds that men from Shoreditch and Wapping will flock to him for passages to the colony, and that such men will come sufficiently within the description of persons mentioned in his contract to make his payment secure, he will assuredly not go to the trouble and expense of seeking a better description of labourers from the counties of Norfolk and Suffolk. This conclusion, I think I may venture to say, can be shown, by the experience of the past six months, to be fully as much supported by fact as it appears to me to be theoretically just.

Recent experience has also shown that an undue, and, as it has proved, a suicidal thirst for gain, on the part of many of the persons entrusted with the conduct of emigration hither, has operated as unfavourably in the selection of surgeons superintendent, as in the selection of emigrants.

Several instances have been brought within my knowledge, and that of the members of the Immigration Board, in which surgeons have not only received no remuneration from the shippers of the immigrants, but have even been required to enter into an engagement to pay for their passages, out of the gratuities expected by them from the Colonial Government. The consequence has been, as might be expected, that in many instances, these cheap surgeons have proved utterly unqualified for their charge, and have brought discredit upon themselves, loss upon their employers, and worse consequences still upon those who were committed to their care. In order to obviate so grievous an evil in future, your Excellency will remember that the Immigration Board, in a late report, took occasion to suggest, that no surgeons should be allowed to proceed in charge of immigrant ships, until they had been approved by the medical officers attached to the Board of Admiralty, or by some other equally competent and disinterested examiners.

I trust that the adoption of some such course may be (if it has not already been) recommended by your Excellency.

Having been driven, by my recently gained experience, from the prepossession in favour of the bounty system, which, in common with most of my fellow colonists, I entertained when I was placed in charge of the Immigration Department, I have naturally been led to consider how the good which was in that system could be retained in any other system which might take its place. I will not venture to intrude the scheme of such a novice as myself into the pages of this already long Report, but I so far trespass upon your Excellency's indulgence as to annex the outline of a plan, which might, perhaps, be found to combine the advantages of the two systems of immigration, known as the Bounty and Government systems, which, unfortunately for the interests of the colony, have ceased to be in concurrent operation.

I cannot conclude this Report, without making known to your Excellency the grateful sense which I entertain, and which, I think, the public at large must entertain with me, of the disinterested exertion made by Mrs. Chisholm in favour of the unprotected and friendless females who have latterly been landed in such numbers upon our shores. When, in consequence of inattention to a most important regulation of the Government, requiring every single female claimant for bounty "to be under the protection of a married couple, as forming part of the family, and destined to remain with it until otherwise provided for," a number of young women were landed from every ship, without employment, and without friends to afford them shelter or protection, this lady generously came forward to rescue these poor creatures from ruin and misery, and has, for the last seven months, single-handed, and at an entire sacrifice of time and comfort, been labouring to obtain suitable situations for any and all who made application to her. She has deserved my thanks in my official capacity, and I am anxious thus to record them.

I feel

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I feel also under obligations to this lady for having roused the colonists to a sense of the advantage which they would derive from the establishment of depôts throughout the country for the reception of newly-arrived immigrants, and from associations to provide for the conveyance of large bodies into their respective districts, at their common cost. At her instance, the foundations of several such institutions have been laid; and I have reason to hope that, on the renewal of immigration, they will be general throughout the country.

Should emigration become, as there is now good ground for hoping that it will become, a great national measure for the relief of a distressed population at home, and for the establishment abroad of dependent "communities on every shore, whose aspect favours hope or bold adventure," I cannot but anticipate from such associations as those of which I am speaking the greatest possible advantage to this colony, as a recipient of the redundant labour of the mother country. Their existence being known in Great Britain will create a confidence amongst the rural population (naturally fearful of what may befall them in countries beyond the seas) that in New South Wales they will not be left destitute in the place where they may be landed, until the demand for their services reaches them there, but that they will, at once, be conveyed into those districts where employment is ready for them.

There are also other institutions, for which it will be the interest of the colonists, as they look not for labourers merely, but for virtuous and respectable labourers, to make large provision out of the wealth which each accession of labour creates amongst them; I mean institutions for the education of the young, and the religious instruction of all, who may be tempted to seek a home amongst them. The honest and respectable of the working classes of Great Britain who may be disposed to emigrate, will be most generally directed in the choice of the land whither they should go by the advice of the parochial clergy; and that advice will assuredly point to those countries where, in co-existence with worldly advantages, the best provision is made for the education of their children and their own religious instruction.

That, as a field for emigration, New South Wales should hold out these advantages, I consider to be of the utmost importance to her interests.

Your Excellency, during whose administration of the Government, nearly 60,000 souls have been transplanted hither, from a country where the ministrations of religion and the means of education are at every man's door, would doubtless press this subject on the attention of the colonists on higher grounds. It is my province here to urge it merely as a means of attracting a better class of immigrants to our shores.

I have, &amp;c.

*Francis L. S. Merewether,*  
Agent for Immigration.To his Excellency  
Governor Sir George Gipps,  
&c. &c. &c.

## PROPOSAL FOR THE FUTURE CONDUCT OF IMMIGRATION.

1.—That ships shall be provided, fitted out, and victualled by contract.

Charter and outfit  
of ships.

That one-half of the contract money shall be advanced in England, leaving the other half to be paid in the colony, on the receipt, by the Government, of a favourable report from the surgeon superintendent as to the manner in which the contract has been performed.

That the contractors shall be required to lodge in the hands of the Colonial Land and Emigration Commissioners such policies of insurance as will secure the Government against the loss of the moiety of the expenditure advanced in England.

2.—That the surgeon superintendent shall be nominated by the Colonial Land and Emigration Commissioners, who would doubtless require from their nominee satisfactory certificates, not merely that he is competent as a medical practitioner, but that he is a person possessing the still more requisite qualifications of humanity, decision, uprightness, and self-respect. That after nomination he shall be required to present himself before the medical officers attached to the Board of Admiralty, and that his appointment shall be dependent upon the report of those officers.

Surgeons Super-  
intendent.

That to the surgeon shall be committed the sole charge of the emigrants, and that the officers of the ship shall be subordinate to him, in all matters concerning the emigrants.

That it shall be the duty of the surgeon to make himself acquainted, as far as possible, with the previous history, character, and callings of the immigrants under his charge; and that he shall be required to present a complete list of them to the immigration agent, on his arrival, with a note attached to the name of each individual indicative of his eligibility, or otherwise, as an emigrant.

3.—That selecting officers shall be appointed in such districts of the United Kingdom as may be deemed expedient, and that they shall be under the general superintendence of the Colonial Land and Emigration Commissioners, but that their pay, or the greater part of it, shall be derived from the Colonial Government, by way of head-money on every immigrant who may be approved by the Immigration Board in the colony (deciding of course, as now, according to established rules), after personal inspection, and after consideration of the report given of him by the surgeon superintendent.

Selection of emi-  
grants.



(A.)—NEW SOUTH WALES.

A RETURN of the Number of BOUNTY IMMIGRANTS, who arrived in the

No.	NAMES OF SHIPS.	Date of Arrival.	SYDNEY.					PORT PHILLIP.				
			Adults.		Children.		TOTAL.	Adults.		Children.		TOTAL.
			Males.	Females.	Males.	Females.		Males.	Females.	Males.	Females.	
1	William Money	-	3	3	-	-	6	-	-	-	-	-
2	Ganges	-	3	2	-	2	7	-	-	-	-	-
3	Perfect	-	-	-	-	-	-	3	3	1	2	9
4	Salsette	Jan. 2	-	-	-	-	-	52	60	46	30	188
5	Ariadne	Jan. 8	-	-	-	-	-	11	11	3	3	28
6	Ferguson	Jan. 15	-	-	-	-	-	94	103	13	18	228
7	Alfred	Jan. 19	91	105	22	17	235	-	-	-	-	-
8	Sir Charles Forbes	Jan. 21	-	-	-	-	-	68	81	15	16	180
9	Conrad	Jan. 31	18	25	9	11	63	-	-	-	-	-
10	Marquis of Hastings	Feb. 4	86	78	19	17	200	-	-	-	-	-
11	York	Feb. 6	-	-	-	-	-	2	2	2	1	7
12	Jane Gifford	Feb. 13	81	133	18	14	246	-	-	-	-	-
13	Posthumous	Feb. 13	1	1	-	-	2	-	-	-	-	-
14	Georgiana	Feb. 25	-	-	-	-	-	57	65	38	24	184
15	Argyle, London	Mar. 1	-	-	-	-	-	87	88	20	9	204
16	Brothers	Mar. 11	88	86	50	36	260	-	-	-	-	-
17	Portland	Mar. 11	75	64	39	36	211	-	-	-	-	-
18	Glenswilly	Mar. 11	108	147	22	24	301	-	-	-	-	-
19	Berkshire	Mar. 13	92	84	30	20	226	-	-	-	-	-
20	Susan	Mar. 25	100	86	19	14	221	-	-	-	-	-
21	Margaret	Mar. 28	84	82	39	40	245	-	-	-	-	-
22	Neptune	Mar. 29	-	-	-	-	-	113	110	15	15	253
23	John Cooper	April 4	-	-	-	-	-	8	8	4	4	21
24	Bussorah Merchant	April 6	40	39	38	37	154	-	-	-	-	-
25	Argyle, Liverpool	April 13	-	-	-	-	-	59	89	45	34	227
26	Sir John Falstaff	April 14	32	48	25	33	138	-	-	-	-	-
27	James Mathieson	April 14	65	70	27	29	191	-	-	-	-	-
28	Orestes	May 14	68	85	56	46	255	-	-	-	-	-
29	Moffatt	May 31	163	110	25	24	322	-	-	-	-	-
30	Duchess of Northumberland	June 3	-	-	-	-	-	114	85	22	13	234
31	Frankfield	June 7	-	-	-	-	-	100	95	55	51	301
32	Earl Grey	June 24	105	96	20	25	246	-	-	-	-	-
33	Achilles	July 12	18	2	-	-	20	-	-	-	-	-
34	Herald	July 15	104	130	68	60	362	-	-	-	-	-
35	Royal Saxon	July 17	-	-	-	-	-	99	104	14	6	223
36	England	July 17	-	-	-	-	-	135	114	53	41	343
37	Ellen	July 21	105	111	50	27	293	-	-	-	-	-
38	George Fyffe	July 23	-	-	-	-	-	86	96	15	16	213
39	Queen Victoria	July 26	77	71	38	25	211	-	-	-	-	-
40	Brilliant	July 26	-	-	-	-	-	5	12	-	-	17
41	William Abrams	July 26	-	-	-	-	-	61	62	23	24	170
42	Westminster	July 30	-	-	-	-	-	108	98	24	14	244
43	Burrampooter	Aug. 7	69	82	40	35	226	-	-	-	-	-
44	Cadet	Aug. 9	61	66	49	35	211	-	-	-	-	-
45	Pearl	Aug. 17	85	107	11	4	207	-	-	-	-	-
46	Eleanor	Aug. 22	92	79	14	24	209	-	-	-	-	-
47	Elizabeth	Aug. 23	130	111	60	43	344	-	-	-	-	-
48	William Metcalfe	Aug. 27	-	-	-	-	-	83	97	21	8	209
49	Forth	Aug. 28	91	99	23	21	234	-	-	-	-	-
50	Percy	Aug. 28	93	102	53	30	278	-	-	-	-	-
51	Globe	Aug. 28	5	5	1	6	17	-	-	-	-	-
52	Runnymede	Aug. 30	90	114	12	4	220	-	-	-	-	-
53	Adam Lodge	Aug. 30	87	92	39	33	251	-	-	-	-	-
54	Strathfieldsaye	Aug. 30	-	-	-	-	-	88	106	18	16	228
55	John Renwick	Sept. 1	86	103	14	8	211	-	-	-	-	-
56	China	Sept. 7	100	76	26	24	226	-	-	-	-	-
57	United Kingdom	Sept. 7	164	144	76	63	447	-	-	-	-	-
58	Gilbert Henderson	Sept. 16	83	109	7	8	207	-	-	-	-	-
59	Forth	Sept. 18	-	-	-	-	-	82	104	19	16	221
60	Canton	Sept. 18	101	80	13	16	210	-	-	-	-	-
61	Middlesex	Sept. 30	-	-	-	-	-	90	99	19	11	219
62	Thomas Arbuthnot	Oct. 2	-	-	-	-	-	92	92	37	26	247
63	Agricola	Oct. 3	-	-	-	-	-	92	90	29	19	230
64	Enmore	Oct. 4	-	-	-	-	-	43	53	1	6	103
65	William Turner	Oct. 5	81	87	36	29	233	-	-	-	-	-
66	James Moran	Oct. 6	62	58	16	18	154	-	-	-	-	-
67	Intrinsic	Oct. 7	-	-	-	-	-	69	68	42	59	238
68	Lady Kennaway	Oct. 12	92	92	15	10	209	-	-	-	-	-
69	Livingstone	Oct. 21	67	79	48	33	227	-	-	-	-	-
70	Catherine Jamieson	Oct. 22	-	-	-	-	-	43	48	33	28	152
71	Lysander	Oct. 22	-	-	-	-	-	80	105	20	14	219
72	Grindley	Oct. 22	-	-	-	-	-	53	61	16	17	147
73	New York Packet	Oct. 23	71	72	63	38	244	-	-	-	-	-
74	Victoria	Oct. 24	13	17	5	10	45	-	-	-	-	-
75	Ayrshire	Oct. 25	94	94	50	66	304	-	-	-	-	-
76	Diamond	Nov. 4	-	-	-	-	-	96	107	27	23	253
77	Fairlie	Nov. 5	105	120	34	29	288	-	-	-	-	-
78	Larne	Nov. 6	83	88	45	36	252	-	-	-	-	-
79	Trinidad	Nov. 6	52	41	31	24	148	-	-	-	-	-
80	Lascar	Nov. 11	52	54	8	11	125	-	-	-	-	-
81	Wallace	Nov. 26	-	-	-	-	-	103	103	47	50	303

PAPERS RELATING TO EMIGRATION.

(A.)—NEW SOUTH WALES.

Colony during the Year 1841, with Total Cost of their introduction.

GRAND TOTAL.					Amount Paid, or still due, as Bounty.	Amount Paid, or still due, as Gratuities to Surgeons, Officers, &c.	TOTAL COST to the COLONY.	REMARKS.
Adults.		Children.		Number of Souls.				
Males.	Females.	Males.	Females.					
3	3	-	-	6	£. s. d.	£. s. d.	£. s. d.	The "Perfect" arrived in 1840, but the small number of immigrants landed from her, at Melbourne, were not included in the Return for that year.
3	2	-	2	7	108 - -	- - -	108 - -	
3	3	1	2	9	115 - -	- - -	115 - -	
52	60	46	30	188	134 - -	- - -	134 - -	The "William Money" arrived in 1840, but the small number of immigrants landed from her were not paid for until 1841.
11	11	3	3	28	2,703 - -	146 15 -	2,849 15 -	
94	103	13	18	228	448 - -	32 16 -	480 16 -	
91	105	22	17	235	3,968 - -	198 16 -	4,166 16 -	
68	81	15	16	180	3,921 - -	207 15 -	4,128 15 -	
18	25	9	11	63	3,046 - -	167 17 -	3,213 17 -	
86	78	19	17	200	912 - -	57 11 -	969 11 -	
2	2	2	1	7	3,331 - -	186 - -	3,517 - -	
81	133	18	14	246	106 - -	- - -	106 - -	
1	1	-	-	2	4,256 - -	226 5 -	4,482 5 -	
57	65	38	24	184	38 - -	- - -	38 - -	
87	88	20	9	204	2,798 - -	167 9 4	2,965 9 4	
88	86	50	36	260	3,505 - -	189 8 -	3,694 8 -	
75	61	39	36	214	3,836 - -	238 3 -	4,074 3 -	
108	147	22	24	301	3,096 - -	195 18 -	3,291 18 -	
92	84	30	20	226	5,105 - -	254 - -	5,359 - -	
100	88	19	14	221	3,689 - -	206 5 -	3,895 5 -	
84	82	39	40	245	3,822 - -	202 17 -	4,024 17 -	
113	110	15	15	253	3,754 - -	188 12 6	3,942 12 6	
8	8	4	4	24	4,427 - -	227 1 -	4,654 1 -	
40	39	38	37	154	354 - -	20 8 -	374 8 -	
59	89	45	34	227	2,026 - -	132 4 -	2,158 4 -	
32	48	25	33	138	3,492 - -	208 19 -	3,700 19 -	
65	70	27	29	191	1,925 - -	117 8 -	2,042 8 -	
68	85	56	46	255	2,945 - -	176 7 -	3,121 7 -	
163	110	25	24	322	3,672 - -	217 - -	3,889 - -	
114	85	22	13	234	5,482 - -	293 14 -	5,775 14 -	
109	95	55	51	301	3,991 - -	216 18 -	4,207 18 -	
105	96	20	25	246	4,450 - -	274 14 -	4,724 14 -	
18	2	-	-	20	4,114 - -	224 2 -	4,338 2 -	
104	130	68	60	362	380 - -	- - -	380 - -	
99	104	14	6	223	5,346 - -	329 14 -	5,675 14 -	
135	114	53	41	343	3,962 - -	214 11 -	4,166 11 -	
105	111	50	27	293	5,336 - -	313 5 -	5,649 5 -	
86	96	15	16	213	4,629 - -	266 15 -	4,895 15 -	
77	71	38	25	211	3,648 - -	197 18 -	3,845 18 -	
5	12	-	-	17	3,212 - -	13 - -	3,225 - -	-- Payment of the bounties on the immigrants per "Brilliant" has not yet been authorised.
61	62	23	24	170	323 - -	12 15 -	335 15 -	
108	98	24	14	244	2,617 - -	160 10 -	2,777 10 -	
69	82	40	35	226	4,154 - -	225 2 -	4,379 2 -	
61	66	49	35	211	3,374 - -	206 2 -	3,580 2 -	
85	107	11	4	207	3,043 - -	193 10 -	3,236 10 -	
92	79	14	24	209	3,723 - -	187 19 -	3,910 19 -	
130	111	60	43	344	3,479 - -	191 6 6	3,670 6 6	
83	97	21	8	209	5,194 - -	311 11 -	5,505 11 -	
91	99	23	21	234	3,605 - -	193 13 -	3,798 13 -	
93	102	53	30	278	3,890 - -	214 18 -	4,104 18 -	
5	5	1	6	17	4,305 - -	254 6 -	4,559 6 -	
90	114	12	4	220	225 - -	- - -	225 - -	
87	92	39	33	251	3,956 - -	203 - -	4,159 - -	
88	106	18	16	228	3,871 - -	229 7 -	4,100 7 -	
86	103	14	8	211	3,856 - -	209 16 -	4,065 16 -	
100	76	26	24	226	3,721 - -	134 19 3	3,855 19 3	
164	144	76	63	447	3,624 - -	204 2 -	3,828 2 -	
83	109	7	8	207	6,837 - -	405 19 -	7,242 19 -	
82	104	19	16	221	3,728 - -	189 - -	3,917 - -	
101	60	13	16	210	3,759 - -	203 - -	3,962 - -	
90	99	19	11	219	3,569 - -	192 10 -	3,761 10 -	
92	92	37	26	247	3,762 - -	198 3 -	3,960 3 -	
92	90	29	19	230	3,866 - -	232 4 -	4,098 4 -	
43	53	1	6	103	3,773 - -	211 10 -	3,984 10 -	
81	87	36	29	233	1,849 - -	86 - -	1,935 - -	
62	58	16	18	154	3,542 - -	214 1 -	3,756 1 -	
69	68	42	59	238	2,450 - -	139 1 -	2,589 1 -	
92	92	15	10	209	3,323 - -	230 4 -	3,553 4 -	
67	79	48	33	227	3,631 - -	187 10 -	3,818 10 -	
43	48	33	28	152	3,304 - -	202 19 6	3,506 19 6	
80	105	20	14	219	2,154 - -	139 4 -	2,293 4 -	
53	61	16	17	147	3,675 - -	201 - -	3,876 - -	
71	72	63	38	244	2,186 - -	105 4 9	2,291 4 9	
13	17	5	10	45	3,452 - -	64 14 -	3,516 14 -	
94	94	50	66	304	650 - -	38 5 -	688 5 -	
96	107	27	23	253	4,407 - -	272 - -	4,679 - -	
105	120	34	29	288	4,172 - -	231 18 -	4,403 18 -	
83	88	45	36	252	4,680 - -	263 16 -	4,943 16 -	
52	41	31	24	148	3,789 - -	228 4 -	4,017 4 -	
52	54	8	11	125	2,137 - -	138 16 -	2,275 16 -	
103	103	47	50	303	2,154 - -	114 4 -	2,268 4 -	
					4,604 - -	290 6 -	4,894 6 -	Payment of the bounties on immigrants per "Wallace" has not been authorised.

(continued)

(continued)



PAPERS RELATING TO EMIGRATION.

No.	NAMES OF SHIPS.	Date of Arrival.	SYDNEY.					PORT PHILLIP.				
			Adults.		Children.		TOTAL.	Adults.		Children.		TOTAL.
			Males.	Females.	Males.	Females.		Males.	Females.	Males.	Females.	
82	Frances - - -	Nov. 28	-	-	-	-	-	29	31	18	14	92
83	Joseph Cunard - -	Nov. 28	103	101	54	36	294	-	-	-	-	-
84	Alan Ker - - -	Nov. 30	-	-	-	-	-	71	69	44	35	219
85	Mary Nixon - - -	Nov. 30	-	-	-	-	-	62	72	5	11	150
86	Albatross - - -	Nov. 30	85	130	23	24	262	-	-	-	-	-
87	Marquis of Bute - -	Nov. 30	-	-	-	-	-	80	78	32	34	224
88	Brankenmoor - - -	Dec. 3	-	-	-	-	-	55	67	12	17	152
89	Comet - - -	Dec. 3	70	67	12	7	156	-	-	-	-	-
90	Columbine - - -	Dec. 3	87	91	40	29	247	-	-	-	-	-
91	William Mitchell - -	Dec. 16	-	-	-	-	-	6	9	1	-	16
92	Ward Chapman - - -	Dec. 16	-	-	-	-	-	86	86	71	63	306
93	Agostina - - -	Dec. 17	-	-	-	-	-	42	50	7	4	103
94	Asia - - -	Dec. 19	-	-	-	-	-	1	2	2	1	6
95	Tropic - - -	Dec. 23	1	-	-	-	1	-	-	-	-	-
96	William Jardine - -	Dec. 23	78	86	16	17	197	-	-	-	-	-
97	Emerald Isle - - -	Dec. 23	27	48	6	4	85	-	-	-	-	-
98	Gilmore - - -	Dec. 24	-	-	-	-	-	92	99	21	9	221
99	Lalla Rookh - - -	Dec. 26	58	58	20	19	155	-	-	-	-	-
100	Lady Clarke - - -	Dec. 26	75	98	20	22	215	-	-	-	-	-
101	Alexander - - -	Dec. 27	-	-	-	-	-	82	107	24	18	231
TOTAL - - -			4,300	4,510	1,594	1,353	11,757	2,883	3,089	974	820	7,766

N.B.—Of the above number of ships, 89 were specially fitted out for the conveyance of immigrants

(B.)—NEW SOUTH WALES. - - - - -

RETURN of the Native Counties of the BOUNTY IMMIGRANTS, who arrived in the Colony during the Year 1841 ; showing

ENGLAND AND WALES.									
Northern Counties.		Southern Counties.		Midland Counties.		Eastern Counties.		WALES.	
Counties.	No. of Souls.	Counties.	No. of Souls.	Counties.	No. of Souls.	Counties.	No. of Souls.	Counties.	No. of Souls.
Northumberland -	42	Kent - - -	300	Cheshire - - -	86	Lincoln - - -	48	Caernarvonshire -	4
Cumberland - -	67	Sussex - - -	349	Derbyshire - - -	32	Norfolk - - -	48	Denbighshire - -	10
Westmoreland -	24	Surrey - - -	108	Nottinghamshire -	80	Huntingdon - -	10	Flintshire - - -	1
Durham - - -	17	Hampshire - -	82	Staffordshire - -	53	Cambridge - - -	23	Merionethshire -	3
Yorkshire - - -	371	Berkshire - -	20	Warwickshire - -	60	Suffolk - - -	12	Montgomeryshire -	1
Lancashire - -	802	Worcestershire -	40	Leicestershire - -	26	Bedford - - -	5	Cardiganshire - -	-
Isle of Man - -	22	Leicestershire - -	26	Rutlandshire - -	4	Hertford - - -	24	Radnorshire - -	-
		Dorsetshire - -	42	Northampton - -	23	Essex - - -	65	Pembrokeshire - -	29
		Wiltshire - - -	62	Buckingham - - -	28	Middlesex - - -	413	Caermarthenshire -	3
		Somersetshire - -	291	Oxfordshire - - -	22			Brecknockshire -	1
		Devonshire - - -	333	Gloucestershire -	219			Glamorganshire -	28
		Cornwall - - -	120	Monmouthshire - -	24			Anglesea - - -	8
		Guernsey I. - -	16	Herefordshire - -	37				
				Shropshire - - -	25				
	1,345		1,723		759		648		88

N.B.—The Total number from England, Scotland,

(C.)—NEW SOUTH WALES. - - - - -

RETURN of the Ages, Native Countries, Religion, Education, &c. of the

AGE AND SEX.										NATIVE COUNTRY.			
ADULTS.		CHILDREN.								TOTAL.	England and Wales.	Scotland.	Ireland.
Males above 18.	Females above 15.	Males from 15 to 18.	From 7 to 15.		From 1 to 7.		Under 1 Year.						
			Male.	Female.	Male.	Female.	Male.	Female.					
7,183	7,599	152	929	816	1,187	1,065	299	293	19,523	4,563	1,616	13,344	

PAPERS RELATING TO EMIGRATION.

GRAND TOTAL.					Amount Paid, or still due, as Bounty.	Amount Paid, or still due, as Gratuities to Surgeons, Officers, &c.	TOTAL COST to the COLONY.	REMARKS.
Adults.		Children.		Number of Souls.				
Males.	Females.	Males.	Females.					
29	31	18	14	92	£. s. d.	£. s. d.	£. s. d.	-- A moiety of the bounties claimed on account of the immigrants per "Ward Chapman" has been refused.
103	101	54	36	294	1,345 -- --	83 12 --	1,428 12 --	
71	69	44	35	219	4,476 -- --	275 4 --	4,751 4 --	
62	72	5	11	150	3,120 -- --	220 -- --	3,340 -- --	
85	130	23	24	262	2,622 -- --	119 6 --	2,741 6 --	
80	78	32	34	224	4,350 -- --	201 12 --	4,551 12 --	
56	67	12	17	152	3,377 -- --	209 16 --	3,586 16 --	
70	67	12	7	156	2,532 -- --	144 18 --	2,676 18 --	
87	91	40	29	247	2,801 -- --	149 11 --	2,950 11 --	
6	9	1	--	16	3,844 -- --	226 13 --	4,070 13 --	
86	86	71	63	306	285 -- --	12 16 --	297 16 --	
42	50	7	4	103	2,260 10 --	327 10 --	2,588 -- --	
1	2	2	1	6	1,803 -- --	101 5 --	1,904 5 --	
1	--	--	--	1	77 -- --	-- -- --	77 -- --	
78	86	16	17	197	19 -- --	-- -- --	19 -- --	
27	48	6	4	85	3,306 -- --	203 14 --	3,509 14 --	
92	99	21	9	221	1,460 -- --	84 5 --	1,544 5 --	
58	58	20	19	155	3,804 -- --	208 19 --	4,012 19 --	
75	98	20	22	215	2,394 -- --	203 14 --	2,597 14 --	
82	107	24	18	231	3,507 -- --	194 18 --	3,701 18 --	
					3,841 -- --	207 4 --	4,048 4 --	
7,183	7,599	2,568	2,173	19,523	309,718 10 --	17,387 12 10	327,106 2 10	-- Twenty-five per cent. on account of the immigrants per "Gilmore" re- mains unpaid.

to this colony. The aggregate measurement of the whole number of ships is about 36,170 tons.

(B.)—NEW SOUTH WALES.

the Number from each County, and the aggregate Number from each of the grand Subdivisions of England, Scotland, and Ireland.

SCOTLAND.				IRELAND.							
Northern Counties.		Southern Counties.		ULSTER.		LEINSTER.		CONNAUGHT.		MUNSTER.	
Counties.	No. of Souls.	Counties.	No. of Souls.	Counties.	No. of Souls.	Counties.	No. of Souls.	Counties.	No. of Souls.	Counties.	No. of Souls.
Caithness -	12	Edinburgh -	357	Donegal -	416	Longford -	113	Leitrim -	76	Clare -	856
Sutherland -	13	Haddington -	25	Londonderry -	281	West Meath -	174	Sligo -	52	Kerry -	62
Ross-shire -	13	Berwickshire -	20	Antrim -	467	East Meath -	106	Mayo -	68	Cork -	948
Cromartie -	--	Roxburghshire -	21	Fermanagh -	671	Louth -	137	Galway -	772	Waterford -	112
Nairn -	4	Selkirkshire -	5	Tyrone -	1,064	King's County -	371	Roscommon -	268	Tipperary -	2,226
Inverness-shire -	34	Peebles -	14	Down -	357	Kildare -	194			Limerick -	1,090
Murray or Elgin -	12	Lanarkshire -	258	Cavan -	427	Dublin -	604				
Banff -	6	Dumfriesshire -	48	Monaghan -	197	Queen's Co. -	135				
Aberdeen -	54	Galloway -	27	Armagh -	338	Carlow -	98				
Kincardine -	11	Ayrshire -	110			Wicklow -	163				
Forfarshire -	74	Dumbarton -	25			Kilkenny -	359				
Fifeshire -	121	Argyleshire -	69			Wexford -	142				
Kinross -	9	Renfrewshire -	94								
Clackmannan -	8	Stirling -	35								
Perthshire -	140	Linlithgow -	2								
Orkney & Shet- land Isles -	6	Bute -	2								
504		1,112		4,218		2,696		1,236		5,294	

and Ireland respectively, are shown in Return (C.)

(C.)—NEW SOUTH WALES.

BOUNTY IMMIGRANTS, who arrived in the Colony during the Year 1941.

RELIGION.				EDUCATION.			MARRIED OR SINGLE ADULTS.			
Protestants.	Roman Catholics.	Jews.	Free- thinkers.	NUMBER OF ADULTS WHO CAN			MARRIED.		SINGLE.	
				Read and Write.	Read only.	Neither Read nor Write.	Male.	Female.	Male.	Female.
10,009	9,476	37	1	8,643	2,961	3,178	3,425	3,396	3,758	4,203



RETURN of the Number of DEATHS and BIRTHS on Board EMIGRANT SHIPS which arrived in the Colony during the Year 1841; and also of the Number which occurred in Quarantine.

RETURN of the TRADES or CALLINGS to which the BOUNTY IMMIGRANTS, who arrived during the Year 1841, professed to belong; showing the Number of each Calling, and the Average Rate of Wages given during the last Quarter of the Year.

TRADES.	SYDNEY.			PORT PHILLIP.			GRAND TOTAL.	Average Wages per Annum, with Food and Lodging.	REMARKS.
	Time of Arrival.		TOTAL SOULS.	Time of Arrival.		TOTAL SOULS.			
	Between Jan. and June 1841.	Between July and Dec. 1841.		Between Jan. and June 1841.	Between July and Dec. 1841.				
MALES:								£. s.	
Agricultural labourers	865	2,134	2,999	533	1,617	2,150	5,149	22 -	According to the custom of the colony, food and lodging are almost invariably allowed to out-door labourers, mechanics, &c. in the country districts, where alone any considerable demand for labour now exists.
Blacksmiths	43	152	195	26	79	105	300	45 10	The quantity of food usually allowed is as follows
Boot and shoe makers	17	-	17	12	1	13	30	44 -	Meat, 7 to 10 lbs. - - -
Brickmakers	8	8	16	1	-	1	17	43 -	Flour, 7 to 10 lbs. - - -
Bricklayers	3	56	59	6	36	42	101	51 -	Sugar, 2 lbs. - - -
Butchers	4	2	6	2	-	2	8	36 -	Tea, 3 oz. } or milk in lieu - - -
Bakers	7	2	9	1	-	1	10	42 -	
Carters	-	1	1	-	1	1	2	28 -	The clothing required by a labourer and his wife, and its average cost in the remote, and consequently most expensive districts in the country, is as follows:
Carpenters	72	322	394	65	176	241	635	45 -	Labourer: £. s. d.
Cabinet-makers	5	2	7	2	-	2	9	52 -	One moleskin jacket - - -
Coachmen	5	-	5	-	-	-	5	25 -	Two vests - - -
Coopers	5	1	6	2	-	2	8	47 10	One pair moleskin trousers - - -
Domestic servants	28	11	39	6	-	6	45	25 -	One pair flush trousers - - -
Grooms	13	16	29	7	4	11	40	26 -	Four shirts—2 regatta, 8s.; 2 striped, 5s. - - -
Gardeners	49	57	106	16	27	43	149	32 -	Three pair boots - - -
Millwrights	2	1	3	-	-	-	3	45 -	One shepherd's coat - - -
Plasterers	5	-	5	2	-	2	7	47 10	Three pair socks - - -
Quarrymen	4	2	6	1	1	2	8	51 -	Two handkerchiefs - - -
Shepherds	60	113	173	41	117	158	331	24 -	One pair blankets - - -
Stonemasons	11	59	70	23	36	59	129	54 -	One rug - - -
Sawyers	14	20	34	4	6	10	44	57 10	One mattress - - -
Tailors	14	-	14	5	-	5	19	34 -	One straw hat - - -
Wheelwrights	12	17	29	-	12	12	41	45 -	
Whitesmiths	2	9	11	-	1	1	12	47 10	
Miscellaneous	55	12	67	13	1	14	81		
TOTAL	1,303	2,997	4,300	768	2,115	2,883	7,183		TOTAL - - - £. 7 17 6
FEMALES:								£.	
Cooks	16	29	45	5	19	24	69	14 a' 30	The wives of labourers (if their services are required in ordinary farm occupations) receive somewhat less than one half of the wages, and about two-thirds of the quantity of food allowed to the husband.
Dressmakers	54	7	61	23	-	23	84	9 a' 16	Boys of an age for work may obtain from 8 l. to 10 l. per annum, with food.
Dairy maids	-	156	156	-	51	51	207	12 a' 30	Young children requiring the constant attendance of their mother are a great hindrance to the engagement and well-doing of new-coming immigrants, and immigrants so encumbered must be satisfied with a small pecuniary compensation for their labour.
Farm servants	125	265	390	24	37	61	451	10 a' 15	
General house servants	23	561	584	45	478	523	1,107	10 a' 18	
Housemaids	279	345	624	314	620	931	1,558	12 a' 15	
Housekeepers	13	6	19	2	30	32	51	8 a' 20	
Kitchen maids	31	46	77	-	1	1	78	12 a' 20	
Ladies' maids	4	13	17	1	-	1	18	8 a' 13	
Laundresses	16	34	52	9	9	18	70	12 a' 26	
Needlewomen	19	15	34	1	-	1	35	10 a' 14	
Nursery governesses	27	5	32	2	-	2	34	6 a' 15	
Nursemaids	125	217	342	23	54	77	419	5 a' 13	
Miscellaneous	17	1	18	3	-	3	21		
TOTAL	751	1,700	2,451	452	1,299	1,751	4,202		

PAPERS RELATING TO EMIGRATION.

(F.)—NEW SOUTH WALES.

A RETURN of the Total Number of IMMIGRANTS of all Classes, who arrived in the Colony during the Year 1841.

IMMIGRANTS, WHERE LANDED.	ON BOUNTY.					UNASSISTED.					GRAND TOTAL.				
	Adults.		Children.		TOTAL.	Adults.		Children.		TOTAL.	Adults.		Children.		TOTAL.
	Males.	Females.	Males.	Females.		Males.	Females.	Males.	Females.		Males.	Females.	Males.	Females.	
Sydney - - -	4,300	4,510	1,593	1,354	11,757	1,568	876	238	213	2,895	5,868	5,386	1,831	1,567	14,652
Port Phillip - - -	2,883	3,089	974	820	7,766	493	166	68	55	782	3,376	3,255	1,042	875	8,548
TOTAL - - -	7,183	7,599	2,567	2,174	19,523	2,061	1,042	306	268	3,677	9,244	8,641	2,873	2,442	23,200

Remark.—In the number of unassisted immigrants are included 127 adult males, 381 adult females, and 72 children, who embarked as bounty immigrants, but were not paid for by the Government, in consequence of their ineligibility under the Colonial Regulations.

(G.)—NEW SOUTH WALES.

A COMPARATIVE STATEMENT of the Yearly Amount of IMMIGRATION during the several Years, from 1st of January 1838 to 31st December 1841.

IMMIGRANTS, WHERE LANDED.	1838.			1839.			1840.			1841.			GRAND TOTAL.		
	Assisted.	Unassisted.	TOTAL.	Assisted.	Unassisted.	TOTAL.	Assisted.	Unassisted.	TOTAL.	Assisted.	Unassisted.	TOTAL.	Assisted.	Unassisted.	TOTAL.
Sydney - - - -	6,102	1,478	7,580	7,852	2,802	10,654	4,275	1,297	5,572	11,757	2,695	14,652	29,986	8,472	38,453
Port Phillip - - -	-	-	-	564	150	714	1,421	543	1,964	7,776	782	8,548	9,751	1,475	11,226
TOTAL - - -	6,102	1,478	7,580	8,416	2,952	11,368	5,696	1,840	7,536	19,523	3,677	23,200	39,737	9,947	49,684

Immigration Office, Sydney, }  
14 May 1842.

Francis L. S. Merewether,  
Agent for Immigration.

— No. 4. —

No. 173.  
COPY of a DESPATCH from Governor Sir George Gipps to Lord Stanley.

My Lord,  
I HAVE the honour to forward herewith the Annual Report of the Committee of the Legislative Council of this colony on the subject of immigration, as also a copy of the resolutions which were passed by the Council on the last day of its session, (the 9th instant) adopting and approving the Report.  
Having in my despatch, No. 88, of the 14th of May last, addressed your Lordship fully on the subject of immigration, I feel it unnecessary to accompany the Report with many observations.  
The view taken by the Committee of the probable want of immigrants is, I have reason to believe, correct. There is not, it appears to me, any actual dearth

No. 4.  
Sir George Gipps  
to Lord Stanley.  
20 Sept. 1842.

Immigration Re-  
port, No. 1, p. 50.  
Resolutions, No. 2,  
p. 143.

Government House, Sydney,  
20 September 1842.



NEW  
SOUTH WALES.

dearth of labour in the colony ; but there is ground to apprehend that, ere long, a scarcity of it will again be felt.

With respect to the project of a loan, I beg leave to state, that I still adhere to the opinion I have often expressed, that we should endeavour, if possible, to do without one ; but that if the want of immigrants alone stand in the way of the prosperity of the colony, and we cannot obtain money to pay for the passage of them in any other way, we ought not to shrink from resorting to a loan ; remembering, however, always, that we cannot raise one without the assistance of Her Majesty's Government.

We still continue to sell but little land ; but our ordinary revenue suffices, I am happy to say, to cover all our expenses.

I have, &c.  
(signed) *Geo. Gipps.*

No. 3.  
P. 144.

*P.S.*—I take the liberty of enclosing a printed copy of the remarks which I made in the Legislative Council on the 9th instant, when the Report of the Committee on Immigration (which is now enclosed) was under consideration.

(signed) *G. G.*

Enclosure 1, in No. 4.

Encl. 1, in No. 4. REPORT from the COMMITTEE ON IMMIGRATION ; with the Appendix and Minutes of Evidence.

EXTRACT from the Votes and Proceedings of the Legislative Council, No. 2.

*Tuesday, 17 May 1842.*

2. IMMIGRATION : Committee appointed to consider the question of Immigration generally, with the view of ascertaining the present and prospective demands of the colonists for labour, and how the same can be most effectually and economically met ; with instructions to take evidence, if necessary, and report :—

The Right Rev. the Lord Bishop of Australia.	
The Hon. the Colonial Secretary.	M. H. H. Macarthur.
The Auditor-General.	Sir John Jamison.
Mr. Jones.	Mr. James Macarthur.

His Excellency the Governor then laid upon the table the undermentioned Papers on the subject of Immigration ; viz.

(1.) Report from Francis L. S. Merewether, Esq., on the subject of Immigration generally, for the year 1841, with an Appendix ; to be printed.

(2.) Return of the Number of Immigrants landed in New South Wales, between the 1st of January 1841 and the 30th of April 1842, on whom Bounty has been refused.

(3.) Return of the Amount of Quarantine Expenses charged against parties importing Immigrants on Bounty into New South Wales, between the 1st of January 1841 and the 30th of April 1842.

(4.) Return, showing the Number of Permissions to import Immigrants on Bounty, granted in the several quarters of the years between that which ended the 31st December 1837 and the quarter ended 31st December 1840, which permissions respectively expired in the several quarters between that which ended on the 31st December 1839 and the 31st December 1841 ; showing, also, the proportion of these permissions acted on and the proportion not acted on.

(5.) Return, distinguishing the Number of English, Scotch, and Irish Immigrants introduced into New South Wales during the year 1841.

(6.) Return of the Number of Immigrants landed in the Colony of New South Wales, on whom Bounty has been paid, or is now payable, in conformity with the Regulations of 3d March 1840.

To be referred to the Committee on Immigration.

REPORT from the COMMITTEE ON IMMIGRATION, 1842.

THE COMMITTEE of the LEGISLATIVE COUNCIL, appointed on the 17th May 1842, to consider the question of Immigration generally, with the view of ascertaining the present and prospective Demands of the Colonists for Labour, and how the same may be most effectually and economically met, with Instructions to take Evidence, if necessary, and to report, having carefully examined the subject, have agreed to the following Report.

THE attention of your committee has been directed to an examination of the working of the bounty system ; the only one which, during the past year, has been in activity for the introduction of immigrants. Until the suspension of its operations, in consequence of the decline of the land fund, that system provided a supply of labour sufficient not only to remove the dearth which before prevailed, but to accumulate a disposable amount of

of that commodity to which recourse may be had, until the period, not very distant it may be hoped, when the course of events shall admit of a further supply being furnished. Between the 1st of July 1841, and the 30th June 1842, there have been introduced into the Port of Sydney, 4,502 men, 4,663 women, and 3,186 children; 12,351 persons, on account of whom bounties and gratuities, amounting to 205,774*l.* 3*s.* 5*d.* have been paid. Within the same interval there have been landed in Port Phillip, 2,720 men, 2,910 women, and 1,750 children; 7,380 persons: and the attendant expense has been 122,789*l.* 3*s.* 3*d.* Between the same dates, 1,395 individuals have arrived on whom the bounties have been withheld, on various grounds of objection, to the amount of 22,567*l.* There have arrived also 2,300 persons not claiming the assistance of Government; thus 23,426 persons have been added to the population within 12 months. The sum total expended in the introduction of the 19,731 persons on whom the bounty was paid, has been (excluding the expenses of the quarantine and immigration departments) 328,563*l.* 6*s.* 8*d.* The average cost per head has therefore been 16*l.* 13*s.*, or about 2*s.* 4*d.* less than the average of the previous year.

In reporting, in conformity with their instructions, as to the mode in which the demand for labour may be most effectually and economically met, your committee do not hesitate to state their persuasion that in both these respects the advantages of the bounty system have been satisfactorily established. But upon the subject of the qualifications of the immigrants as to character and usefulness, they cannot express themselves but with a very considerable abatement of satisfaction and approval.

Respecting too large a proportion of them, it is impossible not to observe that the very attempt to pass them off as qualified in accordance with the regulations of Government, must be a standing disgrace to the parties engaged in it. Proofs of deception attempted, and of fraud and forgery actually committed, by persons in the United Kingdom connected with the occupation of sending out emigrants under bounty orders, and instances of personation, and of fictitious characters, exposed by the vigilance of the Immigration Board, have been painfully frequent. Where so many instances have upon inquiry been brought to light, there is reason to allow much weight to the opinion of witnesses, that there may have been, in all probability many other cases in which detection has not taken place. It has been accordingly a question with your committee, whether they ought not to recommend the absolute discontinuance of a system under which it has been proved that such abuses could be practised; and that recommendation they would certainly not withhold, if they could be satisfied that those abuses formed an inseparable part of the system. But they have hesitated to take that extreme step, as past experience has shown that the bounty system admits of being carried on without such attendant deceptions and with a superiority of advantage to the colony in point of economy over any other system which has hitherto been attempted or proposed. After the largest allowance has been made for the number of useless and unsuitable persons who have so satisfied the letter of the regulations, as only not to be rejected, and whose services must therefore be considered as dearly purchased, it yet remains certain that cases of an unexceptionable nature have preponderated, and in a high proportion. It is impossible to look around in any direction without discovering instances of skilful workmen, and of industrious well-conducted families and individuals, added to the community by the operation of the bounty system during the period now under observation. It would therefore be as questionable in point of justice as of policy to abandon a system productive of such undeniable advantages, on account of some attendant abuses and defects. At any rate, it should not be given up so long as a reasonable hope remains that such abuses can be suppressed, and the public be enabled to obtain the benefits of the system without its attendant drawbacks. It is right to bring into notice, that whenever a breach of the regulations is detected, the bounties are withheld; and therefore, although there may have been brought to the colony a number of individuals from whose residence in it there is but little prospect of any benefit arising, yet the public is at least exempt from all charge for their conveyance. The prominent feature in the bounty system is, that it provokes and enforces strict inquiry into the character and qualifications of every individual introduced by it. And if it must be presumed that objectionable cases do frequently pass undetected, in spite of the utmost vigilance which can be exercised, it must be admitted, on the other hand, that similar cases might occur under any other system which should introduce immigrants, without exacting on their arrival in the colony, and preliminary to the payment of their passage-money, that inquiry into their characters and qualifications which the bounty emigrants invariably undergo. Neither does the amount of bounties withheld furnish any accurate test of the extent of unworthiness prevailing among the parties so rejected; because, although the forfeiture is justly imposed for every breach of the regulations, yet it is obvious that persons may be highly respectable in themselves, without exactly answering the conditions by which they would be qualified to receive a free passage at the expense of the colony; great numbers, for instance have been refused on the ground of their following the trades of tailors, coopers, cabinet-makers, brewers, and other occupations not admissible under the regulations; and yet such persons may be altogether unexceptionable in themselves, and will undoubtedly form a useful acquisition to the colony which obtains their services without expense. In the instance also of young women who have been refused the bounty, in consequence of their not being *bonâ fide* under the charge of relatives or protectors, as required by the regulations, although your committee regard the strict observation of that condition as most important to the moral welfare and security of the parties, and therefore view with the highest disappro-

Merewether, Q. 20.

Christie, Q. 22.

Innes, Q. 25.

Savage, Q. 8.

Appendix (C.)



NEW  
SOUTH WALES.

bation the attempts which have been made to evade it, still it would be by no means just or charitable to conclude that the unprotected are uniformly unworthy.

Nevertheless, while these considerations in some degree abate the unfavourable impression created by the detection of so many abuses under the bounty system, your committee still feel, after every allowance has been made, that there remains evidence of improprieties which can scarcely be spoken of in terms of too great severity. The disposition to resort to such practices cannot but be checked by the numerous examples of severe pecuniary loss sustained by the characters of emigration ships, through the refusal of the bounties in all cases where abuses have been discovered; and this community is under the deepest obligations to the Executive Government for its firmness in imposing those penalties. Should that check, however, prove insufficient, and if no other can be devised to prevent the recurrence of systematic deceptions, and to suppress such frequent breaches of morals as have occurred during the past year, your committee must, in fulfilment of their duty, recommend the abolition of the system. The points which they consider to require especially a corrective or total remodelling, are the following:

1. The mode of certifying the age, occupation, character, and identity of the parties who are permitted to embark as bounty emigrants.

2. The maintenance of order and morality among the emigrants during the voyage.

Upon examination it will appear that the present form of certificate, even with the checks devised by the Colonial Land and Emigration Commissioners, is extremely defective as a security against imposture. From the appearance of many of those certificates which have been brought under the notice of your committee, a suspicion is excited that the alterations and erasures which they exhibit have been effected subsequently to their attestation, and with a purpose clearly fraudulent. These certificates, it appears, are generally placed in the hands of the bounty agents after the commissioners' agent has finally mustered the parties, and has certified that he sees no reason to doubt that they are really the persons described. It is therefore plain that there exists no security against the subsequent introduction of false statements; and the evidence taken before this committee affords full proof that some of the parties entrusted with the certificates are not incapable of such dishonesty. As a check upon this, it is recommended that all such certificates should be delivered up to the government emigration agent when he musters the parties; and that he, after having signed, transmit them to the colonial secretary at Sidney, or to the superintendent at Port Phillip, according as the vessel may be chartered for one or the other destination.

Some question may still be raised as to the safety and expediency of the agents of Government in England granting any certificates, in however general terms they may be expressed, because it is scarcely possible that they should not be construed, by parties interested, to imply some degree of at least negative approval. Thus regarded, they tend to restrict the expression of a perfectly unfettered opinion by the Board here upon the qualifications of the immigrants, or it is felt as a hardship that the bounty should be withheld upon parties who are supposed (however erroneously) to have been officially approved before they left England. But supposing that the system of requiring certificates, as at present, is to be upheld, your committee would propose the following alterations in the details of the established practice:

1. It is recommended that the declaration by every applicant for a free passage should include a statement "that he or she has not paid, nor promised to pay, nor to his or her knowledge has there been paid, or promised on his or her account by any other person, any sum of money or valuable consideration in addition to the bounty for his or her passage, or for the passage of his or her child or children."

2. The certificate, to be signed by two respectable householders, should state "that they have known the applicant, if an adult, regularly working for a period of — years (not less than two) at the trade or occupation of —."

3. The certificate of the clergyman and magistrate should not be annexed to the foregoing declarations, as at present, but should be contained on a separate paper; and when signed by the clergyman and magistrate, should be by one of them forwarded by post direct to the Colonial Land and Emigration Commissioners. In addition to the present form, every such certificate should testify "that the applicant, and the respectable householders, are known by such clergyman and magistrate; and that all which is attested, as to the age, character, and occupation of the party proposing to emigrate, is true."

Your committee repeat the expression of their doubt whether certificates of this tendency can be required of parties proposing to emigrate, without impeaching, in some degree, the privilege of withholding the bounty for such parties if their examination here before the Immigration Board should prove unsatisfactory. But assuming that such certificates are to be required, they cannot doubt the propriety of their being so framed as to render the evasion of them a matter of extreme difficulty; and they are of opinion that this end would be promoted by the adoption of the alterations now suggested. With the same object in view, they consider it would be very serviceable if the government emigration agents were to institute such inquiries as their local circumstances would afford them excellent opportunities to prosecute, relative to the age, character, and occupation of every emigrant proposing to claim a free passage on bounty; and that it should be studiously made public, so that the parties interested should be fully apprised of the fact, that such inquiries would be made, and the result stated to the colonial secretary at Sidney, or to the superintendent at Port Phillip. This course of proceeding, while it would

Mercwether, Q. 24.

Savage, Q. 34.

Innes, Q. 14.

Browne, Q. 42.

Browne, Q. 32.

Merewether, Q. 23,  
24.

Merewether, Q. 44.

Savage, Q. 43. 46.

would be exempt from even that degree of implied approval which the present certificate, however qualified in its terms, may be supposed to carry, would suggest valuable hints for inquiry to the Immigration Board; and by the augmented dread of detection which it must inspire, would have the effect of deterring the bounty agents in England from attempting, or conniving at any evasion of the regulations. The government emigration agents resident at the several seaports, are the persons who have the best opportunities to detect and baffle such unprincipled attempts as are proved to have been resorted to during the past year; and on the part of those gentlemen it may be required and expected, that both as relates to investigating the correctness of certificates in favour of emigrants, and to the arrangements for their health and comfort during the voyage, a more active degree of interference should be exercised than they appear hitherto to have considered to form part of their duty.

But the most indispensable improvement called for, is in the description of persons filling the office of surgeon to the bounty ships. A moment's consideration of the circumstances under which the passengers by an emigrant ship are brought together, and must be associated during the voyage, will sufficiently show the importance of the station filled by the medical superintendent. Even if that most becoming provision of the bounty system were punctually carried into operation, according to which parental superintendence or family connexion should be pledged for the security of the most defenceless, there would still remain such offices to be discharged towards the passengers as none but a man of firmness, discretion, forbearance, and benevolence, could appropriately fulfil. It was with the desire and expectation of inducing medical men of suitable qualifications to engage in the emigration service, that your committee in 1840 advised the adoption of that part (among others) of the government regulations which established the payment of a gratuity to the surgeon for every approved bounty immigrant landed in the colony. Their surprise and disappointment have been equally excited on discovering that this provision has been perverted from its proper design, and has gone to swell the profits of the emigration agents instead of being employed, as was intended, for the better protection and management of the emigrants during the voyage. This is a point of such vital importance to the preservation of health, order, and morals, in the bounty ships, that your committee have directed their most assiduous attention to the best means of remedying the evils, which, in the course of the present inquiry, have been brought under their notice as arising from the want of proper medical superintendence. They believe it to be unquestionable, that surgeons of the navy would be the most proper and effective officers who could be appointed to the superintendence of emigrant vessels. If their employment in that service should be sanctioned by the Lords Commissioners of the Admiralty, your committee entertain a hope, that their time, while so employed, might be allowed to be reckoned as a period of active service. They also recommend, that the pay, allowances, and gratuities of surgeons so engaged, should be on the same scale as was fixed in the government immigration vessels; and that the pay and allowances, no less than the gratuities, should form a charge upon the sum to be issued in payment of bounties for each vessel; and that the payment should be direct from the Colonial Treasury to the surgeon, without coming at all into the hands of the agent.

Should it be found impracticable to obtain the services of naval surgeons, the next most desirable expedient which presents itself, is the engagement of surgeons who have been previously accustomed to the sea, and are of suitable character and age. This would require the establishment of some satisfactory test for ascertaining the medical skill and the scarcely less important personal qualifications of parties seeking the appointment now under consideration. It is the opinion of your committee, not only that the power of nominating the surgeon should be altogether removed from the owners or agents of the vessel, and transferred to the Commissioners for Colonial Lands and Emigration, subject to the production of proper professional and other recommendatory certificates, but that the amount of remuneration to be received by the surgeon should be fixed at the discretion of Government, and the Commissioners be empowered to conclude an agreement with him accordingly, authorising him to receive payment by order of the governor, on satisfactory proof being afforded of his having duly discharged his duty. By this means the combination now subsisting between the medical officer and the bounty agent, to whom he looks for his remuneration, would be broken off. The surgeon would become, as he ought to be, a virtual officer of Government, under an obligation, arising from both duty and self-interest, to use his best exertions for the welfare of the emigrants entrusted to his charge, and to render to the colonial government a fair and impartial report of them, according to the best estimate which his opportunities of intercourse and observation during the voyage have enabled him to form.

During the 12 months ending with the 30th of June last, immigration has been carried on to an unprecedented extent; the numbers added to the population from that source alone having been, as was before shown, 23,426. Nevertheless, those new arrivals, with exceptions too few to affect the main position, have rapidly found engagements at wages which, though somewhat reduced, are still sufficiently liberal to satisfy any reasonable expectations which could have been entertained by the immigrants themselves. The occurrences of the period now under consideration have satisfied your committee, that in their previous reports they have not at all overstated the want of labour prevailing in the colony at those periods. They can also trace the soundness of that policy by which large masses of population were introduced at once into the colony. No fewer than 1,000 have sometimes arrived within a period of two days, and although the entire number did not fail to obtain

Appendix (E.)  
Merewether, Q. 46.

Savage, Q. 14.

Innes, Q. 10. 33.

Browne, Q. 15.

Merewether, Q. 21.  
Browne, Q. 20, 21.

Christie, Q. 24.

Appendix (F.),  
(F. a.)  
Appendix (G.)  
Miles, Q. 3.



NEW  
SOUTH WALES.

Savage, Q. 50.

Innes, Q. 37, 38.

Browne, Q. 49, 50.

Christie, Q. 25, 26.

Miles, Q. 4.

Merewether, Q. 40,  
41.Miles, Q. 8, 9, 10,  
11, 12.

Scott, Q. 40.

employment within a period surprisingly short, yet the addition of so many serviceable hands all seeking engagements at the same instant, could not fail to produce an effect in keeping down the general rate of wages. That effect would not so certainly have followed if the same number of emigrants had been brought in small detachments, and at more distant intervals. At the same time, although wages have been so far reduced as in some degree to meet the circumstances of the employer, they have not fallen below that level which enables the labourer to provide an honest and comfortable subsistence for himself and family. Neither are there symptoms of a superabundance of labour in any part of the territory. There are few, if any, instances of industrious and skilful persons wanting employment. Among particular classes, consisting of those who have not learned a trade, or are unqualified for manual labour, depending rather upon pursuits of a higher order, there may be some excess of candidates for situations. But it should be remarked, that if the parties in question, that is, such as are qualified to act as clerks, overseers, tutors, and the like, have arrived here under the bounty system, it can have been only through a breach or evasion of the regulations, which were framed with a design to exclude them. In every state of society there will always be a certain proportion, which, from incompetency, or through mere casualty, experiences difficulty in obtaining employment; but there is nothing in the evidence before your committee to lead them to suspect that such proportion is excessive here, or that it has very materially augmented with the recent increase of the population. Under these circumstances it appears most obvious that there exists a continued necessity for the introduction of immigrants; whether by the bounty system, or by any other, is of comparatively minor importance, provided that such introduction of additional hands be certain, sufficient, and economical. The copious fund of labour which was introduced during the past year, among other beneficial effects upon the welfare of the colony, has had that of enabling the settlers to carry on the operations of their industry for a certain period, without the necessity of having recourse to any fresh supplies. But that period must necessarily be drawing to a close, and your committee are most strongly persuaded that unless measures be taken for the resumption of emigration, not later than the spring and summer of next year, the want of labour will be felt as injuriously here as ever; wages will rise to their former exorbitant rate, and the consequent exhaustion of property and embarrassment (arising from that cause), among the settlers, will be again experienced with even aggravated severity.

With reference to the precise extent to which it is desirable that immigration should be carried, your committee see no reason to depart from the opinion which they have on former occasions expressed, that from 10,000 to 12,000 individuals may be introduced at the public expense every year, without occasioning any redundancy in the population. Your committee have had before them during a succession of years, continued proofs of the tendency which employment has, in this colony, more than to keep pace with the supply of labour. Their persuasion therefore, founded upon such experience, is, rather that immigration, even to the extent here contemplated, augmented also as it undoubtedly would be by numerous individuals arriving without assistance from Government, would not sufficiently keep down wages to such a rate as employers could afford to pay, unless there should be at intervals not too distant, a great increase (as in the past year), upon the ordinary average of numbers introduced. It might not be prudent to lay down as a positive certainty that such will be the case, but all reasonable probability appears to countenance such an expectation.

Under these circumstances, and deeming the continuance of immigration to be altogether indispensable to the improvement and even the maintenance of the colony, your committee have naturally looked with very great anxiety to the condition and prospects of the land fund. The vital importance of this question cannot be doubted, when it is recollected that upon the productiveness of the land fund depends the continuance of immigration, and that the continuance of immigration is indispensable to the welfare of the colony. In having their attention directed to the virtual cessation of the sale of Crown lands, it has been impossible for your committee to omit all consideration of the causes to which that stoppage is attributable. In expression of the opinion entertained by the majority of the members, a resolution has been adopted, "that the raising of the minimum price of land of every description in the colony above 5s. per acre is impolitic." Under the prevailing uncertainty as to what measures may be adopted by the Imperial Parliament, and what may be the minimum price ultimately determined on, your committee deem that it would be unserviceable in them to pursue this part of the subject.

But to whatever cause the decline of the land revenue may be attributable, it is impossible not to acknowledge the sound discretion exercised by the Home Government in circumscribing the liabilities of the colony, by bringing emigration to a pause so soon as that decline began to be seriously apprehended. The decision of the Secretary of State to that effect was communicated in a despatch from Lord Stanley to Sir George Gipps, dated 8th February, in the present year; and was founded upon a report of the Colonial Land and Emigration Commissioners, to whom an official return had been referred of the amount actually received into the treasury of New South Wales, on account of land sales in the half year ending 30th June 1841. The commissioners, judging from the data before them, estimated the balance in hand applicable to immigration on the 1st January 1842, at 68,424*l.*, and the probable net receipts of the land fund during the present year at 91,901*l.*, making a total of 160,325*l.*; subject, however, to liabilities for immigration charges during the first three or four months of 1842, to the amount of 118,200*l.* The surplus expected to be actually applicable to the continuance of immigration during the remaining portion

of

Appendix (H.),  
(H. a.) (H. b.)  
(H. c.) (H. d.)  
Icely, Q. 17, 18,  
19.  
Appendix (I.)  
Cox, Q. 8.  
Scott, Q. 13.  
Riddell, Q. 3.  
Mitchell, Q. 10.

of 1842, was stated at 42,125*l*. It will appear from documents annexed to this report, how exceedingly the produce of the land revenue, during the present year, has fallen short of the anticipations entertained by the commissioners at its commencement. The notification of the colonial government, of its inability to meet the bounty orders conditionally issued\*, and the decision of the Secretary of State to suspend further emigration on bounty orders†, appear to have been more than justified by the event. From the statements before them your committee collect, that the earliest occasion on which the interference of the home authorities was solicited by the colonial government, for the purpose of preventing too extensive an emigration from the United Kingdom, during the year 1842, was on the 2d November 1841; at which time the desired interference (though of course not yet known here), had actually taken place in England. The same measure had therefore, at nearly the same moment, suggested itself to the Home and the Colonial Governments; and this proceeded solely, in each case, upon an apprehended want of funds. No traces are to be met with of an impression anywhere prevailing, that further and continual immigration was not indispensable to the welfare of the colony; at least it does not appear that any expression of that opinion, or recommendation to that effect, is contained in any part of the official correspondence between the Colonial-office and the government of this colony; of which, so far as it relates to the suspension of emigration, your committee find copies among the papers placed before them. The want of funds is the only ground assigned for that suspension‡; and the duty of your committee is therefore limited to considering in what manner that obstacle to the advancement of the colony may be removed. Independently of the relief which, in the opinion of many of the witnesses examined before them, might be expected from a reduction of the minimum price of lands to its former rate of 5*s*. per acre (which subject, as being now in the hands of Parliament, your committee have declined at present to pursue), they have directed their attention to the proposal, which has already been more than once before them, of negotiating a loan on the security of the unsold Crown lands of the colony, the practicability and expediency of which was specially referred to their consideration by a vote of council on the 7th of June last.

Reviewing the opinions upon this point, which they deliberately recorded in their reports for 1839 and 1840, they are far from discovering grounds for departing from those opinions, but are on the contrary more fully confirmed in them by all which has since occurred.

Your committee have also the strongest reasons for believing, that the parties who in the former of those years expressed their sense of the policy of raising a loan, have since had their first impressions in its favour strengthened; and that many others, who were formerly undecided or opposed in their sentiments to the proposed measure, may at this time be numbered among its advocates. In recommending that recourse should be had to a loan, your committee would be understood rather to affirm their sense of the policy and justice of that measure, than to offer any opinion as to the precise extent to which it ought to be carried. But they think it will be evident, that to whatever extent it may upon trial be found that the colony is capable of receiving, and advantageously employing, an additional population, to the same extent a loan may be securely applied to the purpose of introducing that population; because, wherever people are occupied to their own benefit, they must be every year adding to the resources of the government under which they live; and so, by their consumption of taxable articles, or by the purchase of land, swelling both the ordinary and the land revenue, will infallibly provide ample resources in repayment of the outlay occasioned by their introduction into the colony. Its resources must be multiplied and expanded by the efforts of an industrious population, and will equally languish in its absence. In support of the expediency of resorting to a loan to provide on the instant for the cost of immigration, your committee cannot but express their persuasion, grounded on observation of the occurrences of the preceding years, that the policy is extremely questionable of absorbing a large proportion of the surplus or disposable funds of the community in the purchase of land from Government, and remitting the whole amount in payment for labour imported. In this way such a scarcity arises of that circulation which is required to carry on the internal business of an active community, that the interchange of all commodities for money is nearly suspended, prices are beaten down to a ruinous state of depression, and it becomes more and more difficult to employ labour, even while the necessity for it is urgently and increasingly felt. All these inconveniences, your committee are of opinion, would be much abated if the introduction of labour could be for a time provided for by borrowed funds; thus leaving the employers of labour in possession of their own resources, which they would apply to the improvement of the country; and their attendant profits, a great proportion of which would naturally be invested in the purchase of land, would provide, without risk or difficulty, for the extinction of any debt of reasonable amount which might be contracted for the promotion of immigration in this season of emergency. It should also be remembered, that if this recommendation wear the appearance of a claim upon the resources of England, the welfare of England is involved, in a degree not inferior perhaps to that of the colony itself, in the first expenditure,

Appendix (K.),  
(K. a.) (L.)

O'Brien, Q. 14.  
Scott, Q. 38, 39,  
40.  
M'Leay, Q. 24, 25.  
Mackenzie, Q. 72.

Icely, Q. 38.

\* 11th September 1841.

† Lord Stanley to Sir George Gipps, 14th October 1841.

‡ Extracts despatches: Sir George Gipps to Lord Stanley, 13th September 1841. Sir George Gipps to Lord Stanley, 2d November 1841. Lord Stanley to Sir George Gipps, 8th February 1842, notifying suspension of emigration, and enclosing Report of Sir George Gipps to Lord Stanley, 14th May 1842.



NEW  
SOUTH WALES.

penditure, as well as in the final result of the application of the funds which it is proposed to raise in this manner. No part of any loan which may be raised on the credit of the colony will be withdrawn from the United Kingdom, but the whole will be expended in the advancement of the three chief and leading interests of the mother country. The shipping interest must be promoted by the extent of tonnage employed in the emigration service, and by the nursery of seamen afforded by the length of the voyage. The agriculturist would derive benefit through the demand created for victualling so many persons during a passage of such duration; while few events could be so favourable to the manufacturing interest of Great Britain, as the rapid growth here of a population dependent for the supply of their wants upon the products of its industry, and engaged in raising a staple article of export, the profits of which would enable them to be extensive consumers of British goods. In this way your committee deem it a most obvious and certain consequence, that whatever extent of aid may be, in the first instance, afforded by the mother country to the colony, in the introduction of population upon easy terms to the latter, the same will be amply and liberally repaid to the parent state as the yet untried resources of this distant dependency shall be more extensively brought into activity. On the other branch of the question, namely, the justice of providing by a deferred payment for the introduction of labour into the colony, whether it be immediately or only prospectively productive, it may be serviceable to refer to a passage in the Report of the Committee on the Debenture Bill, which sat during last year, and of which the colonial secretary was chairman:—"It cannot be objected that in raising a loan to defray the expenses of immigration, to be repaid at a future period, this is unjustly entailing a debt on posterity for the benefit only of the present generation. The effects of such an expenditure cannot be regarded as merely ephemeral. The best interests of the colony are permanently served by the introduction of what may be termed the productive classes of society. Property of every kind acquires an additional value from their presence, and the elements of future increase in the population thus introduced must be considered as highly conducive to the advancement of colonial prosperity generally. Besides, the outlay in introducing the families of labourers is immediate, but the benefit only prospective; until the children attain a sufficient age to work they are merely consumers, and not producers; and from the practice in this colony of supplying the families of labourers with rations, they become not unfrequently a serious burden on the employers of their parents. On these grounds your committee are of opinion that such a debt may justly be left for liquidation to the period when the greatest benefit from the outlay will be experienced."

Appendix (M.) (N.)

In consequence of the length of time occupied in communicating with Melbourne, the report of your committee had been prepared before the statements concerning immigration could be fully received from that district; and it might therefore appear to the council that all their observations have reference principally, if not exclusively, to those parts of the colony which are nearer to the seat of government. But from a report by his Honour the superintendent of Port Phillip, it will appear, that the opinions entertained there by the most intelligent and best qualified persons, coincide with those expressed in this report; and this general concurrence is the more gratifying and valuable, as it is the result of independent views taken by observers placed at very considerable distances, and having had no opportunities of previous communication, by which their conclusions could be unconsciously biassed, and brought to a state of artificial agreement.

Appendix (O.) (P.)  
(Q.) (R.) (S.)

Your committee have, in conclusion, to draw the attention of the council once more to the extreme disparity existing in the proportionate numbers of immigrants from the different quarters of the United Kingdom. The returns annexed will show, that between the 1st of January 1841, and 30th of June 1842, the number of immigrants from Ireland alone has amounted to 16,892; while those from all other parts of the United Kingdom have been no more than 8,438. \*It is the decided opinion of your committee, that such a distribution is practically inequitable towards the most considerable division of the empire at large. Upon whatever system immigration is henceforth to be conducted, it evidently ought to be placed on a footing more approaching to equality, in furnishing openings for the inhabitants of the different counties of the three kingdoms to avail themselves of its advantages. Under the present arrangement, vessels with emigrants sail from a very limited number of ports; in consequence of which, while such as have ready access to those ports enjoy an undue preference, the greater portion both of England and Scotland is almost precluded the opportunity of profiting by the offer of a free passage, and therefore contributes, in a very inconsiderable degree, comparatively, to increase the population of the colony. The only remedy which your committee can propose, is the same as was suggested by them last year; that the stations of vessels for the conveyance of emigrants to this country should be so distributed among the ports of the United Kingdom, as to afford just facilities to the inhabitants of every quarter; and if it be found impracticable under the bounty system to secure such distribution, they would consider this so serious a defect in that system as to be almost of itself a sufficient reason to be urged for its discontinuance.

Savage, Q. 59.

Council Chamber, }  
26 August 1842. }

W. G. Australia,  
Chairman.

\* Returns: Appendix (T.) Mortality on board Ships. Appendix (U.) Ships placed in Quarantine. Appendix (V.) Quarantine Expenses. Appendix (W.) (X.) (Y.) Abstract of the Returns from the Commissioners of Crown Lands, showing the number of persons occupying Stations beyond the Boundaries, the Population, extent of Cultivation, and number of Live Stock.

## PAPERS RELATING TO EMIGRATION.

57

## APPENDIX TO THE REPORT OF THE COMMITTEE ON IMMIGRATION, 1842.

(A.)

RETURN of PERSONS who arrived at Sydney, in Private Ships, on Bounty, from 1 July 1841 to 30 June 1842.

No.	Name of Ship.	Date of Arrival.	Died during the Passage.				Born during the		Died in Quarantine.				Number Landed.				Amount Paid as Bounty.	Gratuities to Surgeons, Officers, &c.	TOTAL Cost to the Colony.					
			Adults.		Children.	Passage.	the	Adults.		Children.	Adults.		Children.	Children.										
			M.	F.				M.	P.		M.	P.		M.	P.	M.				P.	M.	P.		
1841:																								
1	Achilles	July 12	-	-	-	-	-	-	-	-	-	18	2	-	-	£. 380	s. -	d. -	£. -	s. -	d. -	£. 380	s. -	d. -
2	Herald	- 15	1	2	7	6	2	2	-	-	-	104	130	68	60	5,346	-	-	329	14	-	5,675	14	-
3	Helen	- 21	5	3	3	2	1	-	-	-	-	105	111	50	27	4,629	-	-	266	15	-	4,895	15	-
4	Queen Victoria	- 26	1	-	3	2	3	2	-	-	-	77	71	38	25	3,212	-	-	13	-	-	3,225	-	-
5	Burrampooter	Aug. 7	-	1	-	1	3	3	-	-	-	69	82	40	35	3,374	-	-	206	2	-	3,580	2	-
6	Cadet	- 9	1	1	11	6	1	3	-	-	-	61	66	49	35	3,043	-	-	193	10	-	3,236	10	-
7	Pearl	- 17	-	1	1	-	3	-	-	-	-	85	107	11	4	3,723	-	-	187	19	-	3,910	19	-
8	Eleanor	- 22	2	2	5	4	-	4	-	-	-	92	79	14	24	3,479	-	-	191	6	6	3,670	6	6
9	Elizabeth	- 23	1	1	5	4	1	2	-	-	-	130	111	60	43	5,194	-	-	311	11	-	5,505	11	-
10	Forth	- 28	1	2	-	2	2	2	-	-	-	91	99	23	21	3,890	-	-	214	18	-	4,104	18	-
11	Percy	- 28	-	1	1	2	-	1	-	-	-	93	102	53	30	4,305	-	-	254	6	-	4,559	6	-
12	Globe	- 28	-	-	-	-	-	-	-	-	-	5	5	1	6	225	-	-	-	-	-	225	-	-
13	Runnymede	- 30	-	-	1	-	1	2	-	-	-	90	114	12	4	3,956	-	-	203	-	-	4,159	-	-
14	Adam Lodge	- 30	-	2	2	7	1	1	-	-	-	87	92	39	33	3,871	-	-	229	7	-	4,100	7	-
15	John Renwick	Sept. 1	3	3	4	1	2	1	-	-	-	86	103	14	8	3,721	-	-	134	19	3	3,855	19	3
16	China	- 7	-	2	2	6	3	1	-	-	-	100	76	26	24	3,624	-	-	204	2	-	3,828	2	-
17	United Kingdom	- 7	-	1	19	20	2	7	-	-	-	164	144	76	63	6,837	-	-	405	19	-	7,242	19	-
18	Gilbert Henderson	- 16	-	-	-	2	-	-	-	-	-	83	109	7	8	3,728	-	-	189	-	-	3,917	-	-
19	Canton	- 18	-	-	4	7	2	1	-	-	-	101	80	13	16	3,569	-	-	192	10	-	3,761	10	-
20	William Turner	Oct. 5	1	-	1	2	3	1	-	-	-	81	87	36	29	3,542	-	-	214	1	-	3,756	1	-
21	James Moran	- 6	-	-	-	-	1	-	-	-	-	62	58	16	18	2,450	-	-	139	1	-	2,589	1	-
22	Lady Kennaway	- 12	-	1	1	3	3	-	-	-	-	92	92	15	10	3,631	-	-	187	10	-	3,818	10	-
23	Livingstone	- 21	-	-	-	3	-	3	-	-	-	67	79	48	33	3,304	-	-	202	19	6	3,506	19	6
24	New York Packet	- 23	1	1	4	5	4	-	4	4	1	71	72	63	38	3,452	-	-	64	14	-	3,516	14	-
25	Victoria	- 24	-	-	-	-	-	-	-	-	-	13	17	5	10	650	-	-	38	5	-	688	5	-
26	Ayrshire	- 25	2	3	12	5	1	-	1	1	-	94	94	50	66	4,407	-	-	272	-	-	4,679	-	-
27	Fairlie	Nov. 5	-	-	4	2	2	1	-	-	-	105	120	34	29	4,680	-	-	263	16	-	4,943	16	-
28	Larne	- 6	3	1	3	3	2	5	-	-	-	83	88	45	36	3,789	-	-	228	4	-	4,017	4	-
29	Trinidad	- 6	-	2	1	1	2	1	-	-	-	52	41	31	24	2,137	-	-	138	16	-	2,275	16	-
30	Lascar	- 11	-	-	-	-	1	2	-	-	-	52	54	8	11	2,154	-	-	114	4	-	2,268	4	-
31	Joseph Cunard	- 28	1	1	7	2	2	2	-	-	-	103	101	54	36	4,476	-	-	275	4	-	4,751	4	-
32	Albatross	- 30	-	2	1	1	4	3	-	-	-	85	130	23	24	4,350	-	-	201	12	-	4,551	12	-
33	Comet	Dec. 3	-	-	1	2	2	-	-	-	-	70	67	12	7	2,801	-	-	149	11	-	2,950	11	-
34	Columbine	- 3	1	-	1	2	2	-	-	-	-	87	91	40	29	3,844	-	-	226	13	-	4,070	13	-
35	Tropic	- 23	-	-	-	-	-	-	-	-	-	1	-	-	-	19	-	-	-	-	-	19	-	-
36	William Jardine	- 23	1	1	1	-	1	5	-	-	-	78	86	16	17	3,306	-	-	203	14	-	3,509	14	-
37	Emerald Isle	- 23	-	1	1	1	1	2	-	-	-	27	48	6	4	1,460	-	-	84	5	-	1,544	5	-
38	Lalla Rookh	- 26	-	-	1	-	5	3	-	-	-	58	58	20	19	2,394	-	-	203	14	-	2,597	14	-
39	Lady Clarke	- 26	1	-	-	-	2	4	-	-	-	75	98	20	22	3,507	-	-	194	18	-	3,701	18	-
1842:																								
40	Marchioness of Bute	Jan. 7	-	1	1	2	2	1	-	-	-	116	107	42	36	4,667	-	-	296	19	-	4,963	19	-
41	Wilson	- 7	-	1	1	1	2	2	-	-	-	83	78	22	21	3,269	-	-	187	13	-	3,456	13	-
42	Duke of Roxburgh	- 10	1	2	3	4	2	2	-	-	-	69	77	25	22	3,064	-	-	185	3	-	3,249	3	-
43	Anne Milne	- 17	1	1	9	8	5	1	-	-	-	84	74	44	28	3,493	-	-	210	10	-	3,703	10	-
44	Agnes Ewing	- 18	1	3	4	5	1	1	-	-	-	79	78	38	41	3,528	-	-	215	12	-	3,743	12	-
45	Margaret	- 24	-	-	11	12	1	-	-	-	-	100	97	17	16	3,948	-	-	213	12	-	4,161	12	-
46	Carthaginian	- 28	2	-	4	2	1	3	-	-	-	67	57	26	30	2,696	-	-	46	10	-	2,742	10	-
47	Hope	- 29	4	4	2	2	2	1	-	-	-	77	80	27	30	3,373	-	-	193	13	-	3,566	13	-
48	William Sharples	- 29	2	3	-	2	-	-	-	-	-	114	118	62	55	5,278	-	-	316	13	-	5,594	13	-
49	Alfred	- 29	1	1	2	-	2	1	-	-	-	87	76	28	26	3,422	-	-	199	9	-	3,621	9	-
50	Mathesis*	- 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51	Champion	Feb. 13	2	1	4	5	3	-	-	-	-	90	91	35	32	3,869	-	-	227	1	-	4,096	1	-
52	Agnes	- 13	-	-	-	3	2	-	-	-	-	86	86	45	35	3,828	-	-	203	3	8	4,031	3	8
53	Broom	- 13	4	2	11	10	2	2	-	-	-	91	125	59	47	4,864	-	-	308	14	-	5,172	14	-
54	Sir Edward Paget	- 14	-	2	1	2	1	1	-	-	-	81	70	29	23	3,239	-	-	216	6	-	3,455	6	-
55	Sarah Botsford	- 15	1	1	2	1	1	1	-	-	-	54	55	23	20	2,346	-	-	141	4	-	2,487	4	-
56	Nabob	- 20	-	-	4	13	2	6	-	-	-	59	58	27	24	2,523	-	-	163	4	-	2,686	4	-
57	Royal George	Mar. 3	-	-	-	-	-	-	-	-	-	5	1	-	-	114	-	-	-	-	-	114	-	-
58	Palestine	- 6	-	-	1	-	4	1	-	-	-	73	83	22	19	3,149	-	-	182	15	-	3,331	15	-
59	Woodbridge	- 8	1	4	1	4	5	3	-	-	-	90	88	22	24	3,637	-	-	210	17	6	3,847	17	6
60	Sir Charles Napier*	Apr. 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	158	4	-	158	4	-
Totals -			46	61	168	180	103	90	4	5	2	4,502	4,663	1,729	1,457	194,766	-	-	11,008	3	5	205,774	3	5

\* By the ships "Mathesis" and "Sir Charles Napier," the following eligible bounty immigrants arrived:—Male adults, 77; female adults, 67; children, 51: total, 195. But bounties on their account were disallowed by his Excellency the Governor, in consequence of an unsatisfactory performance of their contract on the part of the importers, coupled with the proved occurrence of great irregularities during the passage.

Immigration Office, Sydney, }  
16 August 1842.

Francis L. S. Mercwether,  
Agent for Immigration.



(B.)

RETURN of PERSONS who arrived at *Port Phillip*, in Private Ships, on Bounty, from 1 July 1841 to 30 June 1842.

No.	Name of Ship.	Date of Arrival.	Died during the Passage.				Born during the Passage.				Died in Quaran- tine.				Number Landed.				Amount Paid, or still Due, as Bounty.	Gratuities to Surgeons, Officers, &c.	TOTAL Cost to the Colony.
			Adults.		Children.		M.		F.		Adults.		Children.		M.		F.				
			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.			
1	Royal Saxon	1841 : July 17	1	1	-	1	-	4	-	-	-	-	-	99	104	14	6	£. s. d.	£. s. d.	£. s. d.	
2	England	- 17	-	2	7	9	3	3	-	-	-	-	135	114	53	41	5,336	-	313 5	5,649 5	
3	George Fyffe	- 23	-	1	1	1	-	1	-	-	-	-	86	96	15	16	3,648	-	197 18	3,845 18	
4	Brilliant*	- 26	-	-	-	-	1	2	-	-	-	-	5	12	-	-	323	-	12 15	335 15	
5	William Abrams	- 26	1	2	2	1	-	1	-	-	-	-	61	62	23	24	2,617	-	160 10	2,777 10	
6	Westminster	- 30	1	1	1	2	-	1	-	-	-	-	108	98	24	14	4,154	-	225 2	4,379 2	
7	William Metcalf	Aug. 27	-	-	1	1	1	3	-	-	-	-	83	97	21	8	3,605	-	193 13	3,798 13	
8	Strathfieldsaye	- 30	-	-	-	-	-	1	-	-	-	-	88	106	18	16	3,856	-	209 16	4,065 16	
9	Forth	Sep. 18	-	-	2	1	-	2	-	-	-	-	82	104	10	16	3,759	-	203	3,962	
10	Middlesex	- 30	-	2	-	1	2	2	-	-	-	-	90	99	19	11	3,762	-	198 3	3,960 3	
11	Thomas Arbuthnot	Oct. 2	1	1	1	1	7	1	-	-	-	-	92	92	37	26	3,866	-	232 4	4,098 4	
12	Agricola	- 3	1	3	1	-	3	1	-	-	-	-	92	90	29	19	3,773	-	211 10	3,984 10	
13	Enmore	- 4	-	-	-	1	-	-	-	-	-	-	43	53	1	6	1,849	-	86	1,935	
14	Intrinsic	- 7	-	1	2	4	1	5	-	-	-	-	69	68	42	59	3,323	-	230 4	3,553 4	
15	Catherine Jamieson	- 22	-	-	1	-	2	1	-	-	-	-	43	48	33	28	2,154	-	139 4	2,293 4	
16	Lysander	- 22	-	-	-	-	-	2	-	-	-	-	80	105	20	14	3,675	-	201	3,876	
17	Grindley	- 22	-	-	-	-	-	-	-	-	-	-	53	61	16	17	2,391	-	105 4 9	2,496 4 9	
18	Diamond	Nov. 4	1	1	3	2	3	4	-	-	-	-	96	107	27	23	4,172	-	231 18	4,403 18	
19	Wallace	- 26	-	2	4	4	1	2	-	-	-	-	103	103	47	50	4,604	-	290 6	4,894 6	
20	Frances	- 28	1	-	-	2	-	-	-	-	-	-	20	31	18	14	1,345	-	83 12	1,428 12	
21	Alan Ker	- 30	-	1	3	3	4	2	-	-	-	-	71	69	44	35	3,120	-	220	3,340	
22	Mary Nixon	- 30	-	-	-	-	-	1	-	-	-	-	62	72	5	11	2,622	-	119 6	2,741 6	
23	Marquis of Bute	- 30	1	-	3	4	2	1	-	-	-	-	80	78	32	34	3,377	-	209 16	3,586 16	
24	Branken-moor	Dec. 3	-	-	-	-	2	2	-	-	-	-	56	67	12	17	2,532	-	144 18	2,676 18	
25	William Mitchell	- 16	-	-	-	-	-	-	-	-	-	-	6	9	1	-	285	-	12 16	297 16	
26	Ward Chapman	- 16	2	-	8	11	4	3	-	-	-	-	86	86	71	63	2,260 10	-	327 10	2,588	
27	Agostina	- 17	-	2	-	1	2	1	-	-	-	-	42	50	7	4	1,803	-	101 5	1,904 5	
28	Asia	- 19	-	-	-	-	-	-	-	-	-	-	1	2	2	1	77	-	-	77	
29	Gilmore	- 24	1	-	-	3	-	4	-	-	-	-	92	99	21	9	3,804	-	208 19	4,012 19	
30	Alexander	- 27	-	-	2	4	1	2	-	-	-	-	82	107	24	18	3,841	-	207 4	4,048 4	
31	Samuel Boddington	1842 : Jan. 26	-	-	1	1	-	3	-	-	-	-	74	79	22	24	3,172	-	183 3	3,355 3	
32	Robert Benn	- 26	-	1	14	3	6	8	-	-	-	-	115	94	71	57	4,856	-	248 16 6	5,104 16 6	
33	William Nichol	Feb. 8	-	-	-	-	-	-	-	-	-	-	10	11	6	4	439	-	28 18	467 18	
34	Martin Luther	- 9	2	7	-	3	4	-	-	-	-	-	89	86	14	6	3,435	-	176 5	3,611 5	
35	Manlius†	- 14	11	15	9	9	4	4	9	6	1	1	69	64	46	46	3,247	-	207	3,454	
36	Thetis	- 18	-	2	3	-	1	-	-	-	-	-	82	90	23	15	3,493	-	194 15	3,687 15	
37	Regulus	- 19	-	-	2	3	1	1	-	-	-	-	59	89	27	13	3,037	-	180 12	3,217 12	
38	Himalaya	- 26	-	-	1	-	3	3	-	-	-	-	74	74	21	13	2,987	-	168 14	3,155 14	
39	Earl of Durlam‡	June 18	-	-	-	-	2	2	-	-	-	-	33	34	30	17	1,558	-	-	1,558	
Totals -			24	45	72	76	60	73	9	6	1	1	2,720	2,910	955	795	116,119 10	-	6,669 13 3	122,789 3 3	

\* Payment of the bounties on the immigrants, per "Brilliant," has not yet been authorised.

† This amount remains unpaid ; its settlement is awaiting a report on the causes of the disease which led to the vessel being placed in quarantine.

‡ These immigrants were not imported on bounty, but received a grant of free passages from the Colonial Land and Emigration Commissioners, under a special survey order held by Mr. Dendy.

Immigration Office, Sydney, }  
16 August 1842.

Francis L. S. Merewether,  
Agent for Immigration.

PAPERS RELATING TO EMIGRATION.

59

NEW  
SOUTH WALES.

(C.)

RETURN, showing the Amount of Bounty Refused, and the Cause of such Refusal, during the  
Year ending 30 June 1842.

CAUSES OF BOUNTY BEING REFUSED.	Number of Married Couples, on whom (with their Children, if any,) Bounties have been Refused.	Number of Single Males on whom Bounties have been Refused.	Number of Single Females on whom Bounties have been Refused.	Amount Refused.
				£.
Ineligible callings - - - - -	71	71	36	5,344
No certificates produced - - - - -	2	22	19	855
Stated to be single in their certificates and without proof of their marriage - - - - -	8	-	-	314
Certificates unsatisfactory, from having erasures, alterations, &c. - - - - -	2	9	15	537
Certificates not countersigned by the Government agents at the port of embarkation - - -	2	-	-	126
Embarked as married, but found not to be so -	3	-	-	174
Married, but not accompanied by husbands -	-	-	13	*397
Married, but claimed for as single † - - -	-	3	5	152
Weak and infirm, and not likely to be useful -	1	5	-	133
Unhealthy (bounty still payable on their pro- duction in health) - - - - -	2	4	10	343
Insane - - - - -	-	-	3	57
Died immediately after arrival - - - - -	1	2	3	114
Left the colony immediately after arrival - -	2	6	-	220
Notorious improper characters - - - - -	-	4	29	627
Not under proper protection - - - - -	-	-	398	7,562
Under age - - - - -	-	2	4	114
Over age - - - - -	6	5	7	552
Not produced before the Immigration Board -	-	-	3	57
Under assumed names - - - - -	-	1	-	19
Married, but not accompanied by wives - -	-	3	-	87
Concerned in theft on board - - - - -	3	-	-	119
Eligible, but not accompanied by an equal num- ber of single females - - - - -	-	73	-	1,387
Eligible, but not paid for, in consequence of the non-fulfilment of contract, and neglect on the part of the importers - - - - -	42	45	25	3,277
‡ TOTALS - - -	145	255	570	22,567

\* Including bounties on 17 children by whom eight of the women were accompanied.  
† Of these women one was married on board by the master to the second officer.  
‡ Comprising 1,395 individuals, including children.

Immigration Office, Sydney, }  
22 August 1842.

Francis L. S. Merewether,  
Agent for Immigration.

N.B.—The per-centage of disallowed bounties given by the immigration agent (Merewether, Q. 14,) was calculated on amounts shown in returns extending over a longer period. It will therefore be found to differ from the result of a calculation based on the amounts exhibited in the returns here printed.

Council Office, Sydney, }  
22 August 1842.

Francis L. S. Merewether,  
Clerk of Councils.



(C. a.)

RETURN of the Number of Surgeons and Officers of Immigrant Ships, from whom Gratuities have been wholly or partially withheld, during the Period from 1 July 1841 to 30 June 1842.

SHIPS.	Surgeons.	Masters.	Subordinate Officers.	AMOUNT.
				£. s. d.
Queen Victoria - - - - -	1	1	3	179 7 -
New York Packet - - - - -	1	1	- - -	164 14 -
Albatross - - - - -	1	- - -	- - -	20 - -
Carthaginian - - - - -	1	1	- - -	120 16 6
Mathesis - - - - -	1	1	3	48 15 -
Agnes - - - - -	1	1	3	21 9 4
Sir Charles Napier - - - - -	- -	1	2	34 15 -
TOTALS - - -	6	6	11	589 16 10

Immigration Office, Sydney, }  
22 August 1842.

Francis L. S. Merewether,  
Agent for Immigration.

(D.)

RETURN of the Number of PERSONS who arrived in the Colony of New South Wales, from the 1st July 1841 to the 30th June 1842, distinguishing those brought out on Bounty from those who defrayed the Cost of their own Passage.

	Immigrants on Bounty.					Immigrants Unassisted.*					Grand Total.				
	Adults.		Children.		TOTAL.	Adults.		Children.		TOTAL.	Adults.		Children.		TOTAL.
	M.	F.	M.	F.		M.	F.	M.	F.		M.	F.	M.	F.	
Sydney - - -	4,502	4,663	1,729	1,457	12,351	1,466	959	254	270	2,949	5,968	5,922	1,983	1,727	15,300
Port Phillip - - -	2,720	2,910	955	795	7,380	414	127	140	65	746	3,134	3,037	1,095	860	8,126
TOTALS - - -	7,222	7,573	2,684	2,252	19,731	1,880	1,086	394	335	3,695	9,102	8,659	3,078	2,587	23,426

\* In the number of unassisted immigrants are included 1,395 individuals (including children) who embarked as bounty immigrants, but were not paid for by the Government, in consequence of their ineligibility under the colonial regulations.

Immigration Office, Sydney, }  
22 August 1842.

Francis L. S. Merewether,  
Agent for Immigration.

(E.)

EXTRACTS FROM REPORTS FROM THE IMMIGRATION BOARD.

The " Queen Victoria."

\* \* \* \* \*  
Of the prevalence of immorality in the " Queen Victoria" we entertain no doubt.  
\* \* \* \* \* Nor can we avoid forming the opinion expressed by the witness  
A—, " that the immorality was so open that the doctor must have known it." That it  
was sanctioned or even connived at by that gentlemen we are far from asserting ; but we do  
think that from easiness of disposition, and perhaps from too great freedom with the immi-  
grants,

grants, he lost his authority, and was obliged to pretend ignorance of practices which he had no longer the power to check.

\* \* \* \* \*

The sale of spirits is an irregularity which appears to have existed on board the "Queen Victoria," and from the admission of the surgeon, to have received his sanction. He states, that on a petition from the immigrants, he permitted spirits to be sold in consequence of the badness of the water. This indulgence, if so it can be called, we cannot too forcibly condemn; and if the excuse for its allowance were as strong as it appears to us to be weak, we still could not but think the surgeon guilty of great neglect of duty in not carefully superintending the distribution of the spirits, and restricting their issue to such small quantities as would answer the purpose for which they were given.

\* \* \* \* \*

The next case, that of J— C—, and C— W—, is one in which, we regret to say, fraud is combined with neglect. These parties appear to have been received on board as man and wife, and according to the surgeon's statement, they slept together for some weeks, when they quarrelled, and declared that they were not married. They were then separated, and C— W— took her place among the single women. Certificates suitable to their single state were then fabricated on board under the direction of Mr.—, acting as attorney for the agents in London, and such signatures as are usually attached to these documents were inserted. These certificates were deposited in the office without comment, and J— C— and C— W— were passed by the Board as single people of good character, without a remark from any of those persons present who were aware of the circumstances of the case, except that when C— W— was found to be without the requisite protection, the surgeon came forward and said that she had been under his special care.

(signed) *Francis L. S. Merewether.*  
*Arthur Savage, R. N.*  
*H. H. Browne, J. P.*  
*W. H. Christie, J. P.*  
*J. Long Innes, J. P.*

---

*The "Eleanor."*

\* \* \* \* \*

\* \* \* It will be sufficient for us to observe, that even though the plea advanced by Mr. —, in his letter to us, should be admitted, and the affreighters should be deemed released, by the approval of the Government agent in London, from all blame as to the faulty construction of the water-closets, the lumbered state of the decks during the early part of the voyage, the manner in which the immigrants were crowded in consequence of the large space set apart for intermediate passengers, and the most inadequate supply of medical comforts, are fully sufficient to warrant our conclusion that the progress of the disease was mainly attributable to a want of proper precaution and regard to the comfort of the immigrants, and that the affreighters should therefore be required to pay all the expenses of the quarantine.

We cannot conclude this report without expressing a hope that his Excellency will take steps for the absolute prohibition of the sale of wine and spirits on board emigrant ships. Whether or not it is the intention of Messrs. — & —, when they "put wine and spirits on board for sale," to draw an additional profit from the pockets of the poor emigrants, such, it appears from the evidence given in the present instance, will be the effect of the practice if suffered to exist. In all cases where these articles are required for the health of any individuals, they should be issued without charge, as medical comforts, and in no other cases, we are of opinion, should they be issued at all. As the best mode which occurs to us of putting a stop to this pernicious practice, we would suggest the issue of a public notice, that the gratuities of the surgeon-superintendent and officers will be disallowed in all cases where the sale of wine or spirits may be proved to have taken place.

\* \* \* \* \*

(signed) *Francis L. S. Merewether.*  
*Arthur Savage, R. N.*  
*W. H. Christie, J. P.*  
*J. Long Innes, J. P.*  
*H. H. Browne, J. P.*



NEW  
SOUTH WALES.

*The "Marchioness of Bute."*

\* \* \* \* \* We enclose for his Excellency's perusal some certificates produced in favour of immigrants by this ship, in which alterations and additions have been made in the descriptions of the parties, and made, we have good reason to believe, in the office of the gentleman in Liverpool, employed by the importers to superintend the selection of their emigrants; we are not disposed to recommend the disallowance of bounties in any other cases than those above mentioned; but we think it our duty to submit these documents to his Excellency's inspection, as the alterations made appear to us to be of such a nature as to show that the main object of the persons by whom they were made, is not that the emigrants sent should be of the best description according to the colonial order, but that they should present such an appearance as would secure to the importers the colonial bounties.

(signed) *Francis L. S. Merewether.*  
*W. S. Christie, J. P.*

*The "Duke of Roxburgh."*

\* \* \* \* \* WE regret to state, that of the single women above reported not to have been under proper protection, six were inmates of Newington workhouse before their embarkation, and some of this number, if not all, prostitutes.

The bad character of two of them is placed beyond a doubt by their conduct since their arrival, as reported to the immigration agent by the water police magistrate, in the communication annexed. (a) Their behaviour on board has also been reported by the surgeon to have been very disorderly. A third, H— M'G—, known on board by the nickname of the "Duchess," we have also reason to think had been a common prostitute.

(signed) *Francis L. S. Merewether.*  
*Arthur Savage, R. N.*  
*W. H. Christie, J. P.*

(a) Extract from Communication referred to:—

"M—A—F— came out an immigrant by the ship 'Duke of Roxburgh;' was sent on board from the Newington workhouse, where she had been two months; saw R—, a waterman, on board on Saturday last, who asked her to come and live with him; she left the vessel and took her clothes with her; R— took her to a public-house on the Rocks, and has been cohabiting with her ever since. States also that a girl of the name of J— H— is living in the same house with a man named G—, who took her from the same ship on Friday last.

"H— was also in the Newington workhouse. I think there can be no doubt these girls have been prostitutes all their lives.

"(signed) *H. H. B.*"

*The "Mathesis."*

\* \* \* \* \* It is our painful duty, therefore, to report that we are not "satisfied that the immigrants have been duly supplied with a sufficiency of wholesome provisions and water, and with reasonably comfortable accommodation;" and we must add, that a want of order, regularity, and decency, appears to us to have existed in this ship, which is in the highest degree discreditable to all parties concerned. We cannot, therefore, recommend the payment of any portion of the bounties claimed.

We must further report our opinion, that the conduct of the surgeon and officers of this ship has been so disgraceful as to render it a matter of regret to us that we cannot be the means of visiting them with a heavier penalty than the loss of their gratuities.

\* \* \* \* \* We feel it unnecessary to bring prominently forward any other reprehensible points in the surgeon's conduct, but we must express our surprise that a person so ill-educated, and of so ill regulated a mind, as his letters to us show him to be, could have been appointed to so responsible a situation, or that he could even have been in possession of such testimonials as would admit of his application for such employment being entertained.

(signed) *Francis L. S. Merewether.*  
*Arthur Savage, R. N.*  
*J. Long Innes, J. P.*  
*W. H. Christie, J. P.*  
*H. H. Browne, J. P.*

The " Agnes."

NEW SOUTH WALES.

\* \* \* \* \* We cannot approve of any charge being made on emigrants for the passage either of themselves or their children, as we are inclined to think that many valuable people are thus deterred from emigrating, and their places are supplied by others of a less desirable description, but possessed of the requisite funds. \* \* \* \* \*

We have on former instances had occasion to express our disapprobation of the sale of provisions, wine, spirits, &c. in immigrant ships. No case has, however, been brought under our notice so much requiring censure as this. Not only has the sale been carried on to a greater extent than we have before heard of, but the prices charged appear to us to have been most exorbitant. Of the correctness of our opinion on this point, his Excellency will be able to judge from two bills which we enclose. The one shows a bounty immigrant, named M——, to have been a purchaser of provisions to the amount of 7*l.* 12*s.* 2*d.*; of spirits to the amount of 4*l.* 8*s.* 6*d.*; of wine to the amount of 13*s.* 7½*d.*; and of cigars to the amount of 10*s.* 6*d.*; making a total sum expended of 13*l.* 4*s.* 9½*d.* (a) In this instance we think that the nature of the articles bought shows M—— to be a valueless " farm servant," and we have therefore recommended the disallowance of the bounty claimed on his account.

See Evidence, Innes, Q. 24.

The other account, that of T—— P——, does not exhibit the same extravagance on the part of the immigrant, or any just ground for suspecting his ineligibility. We have not therefore recommended the disallowance of bounty on his account. But though more favourable as regards the purchaser, this case presents a feature very discreditable, we think, to the chief officer, at whose hands he purchased. It appears, that when this man's money was exhausted, and exhausted in procuring articles distinctly stated by the surgeon and master to be unnecessary, he was allowed further to purchase unnecessaries on his giving his watch as security for payment on his arrival in Sydney. The watch is still in the hands of the chief mate unredeemed, in consequence of a dispute about an item in the bill. \* \* \* \* \*

\* \* \* \* \* Though fully satisfied with their conduct in other respects, we feel it our duty to recommend that the surgeon should receive five per cent., and the master and chief officer one-third less than the sums to which they would otherwise have been respectively entitled, in consequence of the above stated circumstances connected with the sale of provisions. \* \* \* \* \*

(signed) Francis L. S. Merewether.  
J. Long Innes, J.P.  
Arthur Savage, R.N.  
H. H. Browne, J.P.

(a) Mr. M——'s ACCOUNT.

			£.	s.	d.				£.	s.	d.
1841:						1842:					
Dec. - 4	A cheese - - -	-	1	1	4½	Jan. 10	Am <sup>t</sup> brought forward	-	8	11	1
" 6	One stone flour - -	-	-	7	-	" 10	A bottle porter - -	-	-	1	3
" 6	Seven pounds oatmeal -	-	-	2	3	" 12	Brandy - - -	-	-	6	-
" 6	An empty barrel - -	-	-	2	6	" 12	Three pounds flour -	-	-	1	6
" 11	Ten pounds flour - -	-	-	5	-	" 12	Two pounds sugar -	-	-	2	4
" 11	Two pounds sugar - -	-	-	2	4	" 12	One pound fruit - -	-	-	1	-
" 11	Two & a quarter pounds					" 13	One dozen cigars - -	-	-	3	6
	molasses - - -	-	-	2	3	" 16	Three pints rum - -	-	-	6	-
" 11	One quart rum - - -	-	-	4	-	" 16	Porter - - -	-	-	2	6
" 13	Ditto - ditto - - -	-	-	4	-	" 18	Two pounds molasses -	-	-	2	-
" 18	Two pounds sugar - -	-	-	2	4	" 21	Three pints rum - -	-	-	6	-
" 18	Half-gallon rum - -	-	-	8	-	" 21	Porter - - -	-	-	1	3
" 18	A gill wine - - -	-	-	1	7½	" 21	Soap - - -	-	-	1	6
" 21	Two pounds raisins -	-	-	2	-	" 21	Two pounds sugar - -	-	-	2	4
" 21	Two pounds sugar - -	-	-	2	4	" 23	Half-stone flour - -	-	-	3	6
" 21	One quart rum - - -	-	-	4	-	" 23	Rum - - -	-	-	4	6
" 21	One pint ditto - - -	-	-	2	-	" 26	Rum - - -	-	-	8	-
" 21	A duck - - -	-	-	6	-	" 27	Half-stone flour - -	-	-	3	6
" 21	One stone flour - - -	-	-	7	-	" 27	One quart rum - - -	-	-	4	-
" 21	Two pounds molasses -	-	-	2	-	" 27	Half-pound soap - -	-	-	-	9
" 26	A bottle port wine - -	-	-	6	-	" 29	Half-stone flour - -	-	-	3	6
" 28	Half-gallon rum - -	-	-	8	-	" 29	One pound raisins - -	-	-	1	-
						" 29	One pint brandy - -	-	-	4	-
1842:						" 29	Cheese - - -	-	-	5	7½
Jan. - 2	A bottle port wine - -	-	-	6	-	" 29	Molasses - - -	-	-	2	-
" 3	Thirteen pounds ham -	-	1	9	3	Feb. - 3	One pint rum - - -	-	-	2	-
" 3	Half-stone meal - - -	-	-	2	3	" 3	Half-stone flour - -	-	-	3	6
" 3	One quart rum - - -	-	-	4	-	" 3	Rum - - -	-	-	2	-
" 4	One dozen segars - -	-	-	3	6	" 3	Sugar - - -	-	-	1	2
" 7	Half-gallon rum - - -	-	-	8	-	" 3	Half-stone flour - -	-	-	3	6
" 7	One dozen cigars - -	-	-	3	6	" 3	One quart rum - - -	-	-	4	-
" 7	Two pounds sugar - -	-	-	2	4						
" 8	A bottle porter - - -	-	-	1	3				£.	13	4 9½
" 8	One stone flour - - -	-	-	7	-						
" 8	Two pounds molasses -	-	-	2	-						
	Carried forward - £.				8 11 1						

Received the above, J—— C——.



NEW  
SOUTH WALES.

*The "New York Packet."*

\* \* \* \* \*  
On the entry of the vessel into the port, the surgeon superintendent and master were questioned in the usual manner by the health officer, as to the nature and extent of sickness which had occurred on the passage, or which at the time existed. The answer given to the health officer's enquiries was, that the small-pox had been prevalent during the early part of the voyage, but had for some time disappeared, and that, with the exception of a few cases of influenza, the passengers were totally free from disease.

We must now state our decided opinion, that the disease which existed amongst the emigrants on their disembarkation, which the surgeon superintendent admits terminated in typhus, was stamped with the character of typhus when the vessel entered the harbour.

That this contagious fever was typhus is positively asserted by some of the most respectable immigrants; and the opinion entertained by these individuals appears to have been prevalent amongst the passengers generally.

Their opinion, in opposition to that of the surgeon superintendent, is supported by the statement of Dr —, R.N., who asserts, that "about twenty cases sent by him to the hospital, on the fourth day after the arrival of the vessel, which the surgeon superintendent was unwilling to admit as typhus, were decidedly cases of typhus, and that they had existed prior to the two days which had elapsed since the disembarkation of the immigrants." Dr. —, who, two days afterwards, took charge of the "Lazaretto," states that even then the surgeon superintendent would not admit that any of the fever cases in the hospital were other than cases of influenza. He says, "the cases were all most decided cases of typhus fever, with the exception of one child that had whooping cough; when I went down first, Mr. —, on going round the cases with me, did not seem to think that any of them were typhus; I told him I had not the least doubt on my mind, and that it was ridiculous to call them anything else. There were some cases which I should think were at least of a fortnight's standing."

His Excellency will observe, on perusal of the statement made before our Board by the surgeon superintendent, that during the continuance of the small-pox, three patients only were removed from the berths which they at the time occupied; the remaining eleven were allowed to continue, and one of them, as it would seem, even to die in the midst of their fellow passengers.

The second hospital he allowed to be filled with ship's stores, and so to continue useless and unused through the passage, notwithstanding that he had hospital patients of both sexes under his treatment at the same time.

We have dwelt at some length on the points in which the incapacity of Mr. — appears to have been exhibited; but we have felt ourselves called upon to endeavour to fix his Excellency's attention upon the danger to which the lives of so many poor people, conveyed to this country under his Excellency's permission, have been exposed, by the want of efficient superintendence; our duty is a painful one, and the more so from the fact of Mr. —'s incompetence being unaccompanied with misconduct; we believe him to be weak and irresolute as a man, and most deficient in practical acquaintance with his profession as a surgeon, but his moral conduct during the passage is unimpeached; we should have been therefore rather disposed to limit ourselves to a brief expression of our unfavourable opinion, had this been an isolated case, and had our attention not been called in other instances, to a most culpable want of care in the selection of surgeons superintendent. In more than one instance have we been dissatisfied with the selections made by the importers of these immigrants, as well as by other parties engaged in the trade; and a similar dissatisfaction with surgeons appointed to the charge of immigrants landed at Melbourne, has been expressed by the superintendent of Port Phillip. In a letter dated the 19th February 1842, his Honour says, "his Excellency will perceive that I have considered that more blame is to be attributed to the importers in not securing the services of a more competent and experienced person, than to the surgeon himself;" and requests "that his Excellency would mark his sense of the impropriety of the course now frequently adopted, in sending out a large number of souls under charge of incompetent and inexperienced men, by subtracting the whole or part of the surgeon's gratuity, from the sum claimed by the importers;" and in a letter dated 2d March 1842 he says, with reference to another case, "considering as I do, that in many instances far too little care is taken by the importers in securing the services of men of real character and experience, to bring out and take charge of such large bodies of emigrants, it appears to me, that in this and in every other instance where such (quarantine) expenses are the consequence of bad management or bad arrangements, that they should be deducted from the amount of bounty.

The opinion expressed by his Honour in the foregoing extracts, coincides exactly with that formed by us on review of this and similar cases, viz., that the penalties arising out of a surgeon's incompetency for his situation, should fall not so much upon himself as on his employer, whose duty it is to ascertain, beyond the possibility of doubt, the qualifications of the person to whom he entrusts so important a charge.

We

We will now conclude this division of our Report by stating our opinion, that in the most important provision for the health, comfort, and convenience of the passengers, and that on which the efficacy of every other provision depends, namely, the selection of a surgeon superintendent, the affreighter has shown a carelessness which we cannot too strongly reprobate. And as to the uncleanly state of the vessel and emigrants, to the want classification and proper treatment of the sick, to the non-separation of the sick from the healthy, or in other words, to the inexperience and incapacity of the surgeon, we attribute mainly the origin and progress of the disease which caused the establishment of the quarantine, we are of opinion that on this ground alone, the importer should not be relieved from any portion of the expense with which the quarantine was attended. \* \*

It appears that the immigrants were allowed to bring on board blankets, &c. which had been in use for an indefinite period, and that the articles so introduced into the ship were not inspected by the affreighter or his agents. It also appears that the emigrants were not required to provide themselves, before embarkation, with a suitable supply of clothing for so long a voyage. In one instance, the surgeon states that he was obliged to give a man his own sheets. We cannot but attach great blame to the affreighter for his negligence in these particulars; and we consider that the fever, which seems to have existed more or less throughout the passage, may have been generated by filth in the bedding and clothing of many of the passengers, whose habits seem to have been most uncleanly. \* \*

(signed)

Francis L. S. Merewether.

Arthur Savage, R. N.

P. Harnett, Colonial Surgeon.

J. Long Innes, J. P.

H. H. Browne, J. P.

W. H. Christie, J. P.

*The "Wilson."*

\* \* \* \* \* THE bounties claimed on R— M'L— and wife we have disallowed for the same reason. M'L— stated, when examined by us, that he was, and had been all his life a miller; and that he had told M'L—, of Derry, the sub-agent employed by the importer to select emigrants for him in that neighbourhood, that such was his calling. The claim for bounty advanced in this case we cannot therefore consider in any other light than as an attempt at imposition on the Government; more especially as on the certificate produced in this man's favour, the word originally inserted in the column showing his trade is partially erased, and wheelwright written in its place. The original word appears to have been "miller." M'L— seems too, to us, to be at least ten years older than is stated in his certificate. \* \*

\* \* \* \* \* And we have deducted the amount of bounties on three single men, namely, R— C—, W— G—, and B— N—, in accordance with a minute of his Excellency, on a communication from the Water Police Magistrate to the Immigration Agent, from which it would seem that they embarked as bounty emigrants to Sydney, merely with a view of obtaining a cheap passage to New Zealand, their place of destination. \* \*

(signed)

Francis L. S. Merewether.

H. H. Browne, J. P.

W. H. Christie, J. P.

*The "Duke of Roxburgh."*

Sir,

Immigration Office, Sydney, 11 February 1842.

WITH reference to the Report of the Immigration Board, of the 8th instant, on the immigrants per "Duke of Roxburgh," I do myself the honour to enclose a memorandum\* from the Water Police Magistrate, from which it would appear that bounties have been improperly paid on a family named —, per "Comet;" and I beg to call your attention to the minute of his Excellency the Governor, enclosed, directing that the amount paid should be deducted from the bounties of the "Duke of Roxburgh."

The amount paid on account of — and family, was sixty-eight pounds. I enclose the certificate produced in favour of this family.

The Hon. the Colonial Secretary,  
&c. &c. &c.

(signed)

Francis L. S. Merewether.

\* Memorandum referred to:—

— came out as an immigrant, per "Comet;" has been a painter, plumber, and paper-hanger all his life; the agent at — knew him as such, and told him to put himself down as a carpenter, as painters would not pass; after arrival here was told by the doctor that he was to say he was a carpenter, which he did; heard the doctor tell several other persons what they were to say when mustered by the Commissioners; has been working as a painter since arrival here; states that his wife was never in service.

(signed) H. H. Browne.

Minute of his Excellency the Governor on the foregoing:—

LET the bounties which have been paid on this man and his family be deducted from any that may be coming to the same parties.

The "Duke of Roxburgh," I believe, belongs to them.

(signed) G. G.



NEW  
SOUTH WALES.*The "Thetis."*

\* \* \* \* \*

IN perusing the form of agreement transmitted by Messrs. — and —, we cannot fail to be forcibly struck by the following article: "that he (the surgeon) will aid and assist the said agents (the agents of Messrs. — and —), in passing the emigrants carried out under the colonial bounty, before the Board of Inspection at Port Philip, so as to procure payment of the said bounty;" and its intention is more prominently brought forward by the article which precedes it—"that he will furnish to the agents of the said — and —, at Port Philip, all the information which he may be able to obtain with reference to each family or person on board." In these articles we discover the cause of the want of candour which we have frequently observed in the surgeons of emigrant ships, when questioned as to the character or eligibility of the people under their charge.

From these articles it would appear, that the surgeon is bound by the bounty agent faithfully to report to his agents, on the arrival of the immigrants, all that he knows respecting them individually, and that he is as faithfully to conceal their defects from the Government; or in other words, he is bound to sacrifice the interest of the public here, by whom he is paid, to the interest of his nominators, by whom he is not paid; for we observe that the only remuneration guaranteed to Mr. — in this case, was a free passage with cabin fare, in which we believe, wine, spirits, and ale, were not included, but were to be paid for as used; whilst the duties imposed upon him comprised those of purser (a) and surgeon to the ship's company and cabin passengers, as well as those of surgeon superintendent of the emigrants; for his services in this latter capacity he was to receive but a promise from Messrs. — and —, that if he served them satisfactorily, they would assist him in obtaining from the Colonial Government the usual gratuities; which gratuities would be paid as a matter of course, if the conduct of the surgeon were satisfactory to the Government, as well as to Messrs. — and —; but which, if otherwise, no representations or exertions on the part of these gentlemen could extort.

A careful consideration of this transaction confirms us in the opinion which we had previously formed, that the establishment of the gratuities in favour of the surgeons superintendent of immigrant ships has no other effect than to relieve the importers from the necessity of paying the small salary which they used before to allow to their surgeons, and that, too, when the rate of bounties was lower, and the receipts consequently less than at present. The gratuities have thus been turned into a source of profit and patronage to the parties engaged in the emigrant trade; and the object of their institution, as might be expected, has been entirely defeated.

We need not pass in review here, the instances in which, during the past season, the incapacity of surgeons of immigrant ships has been brought under our censure, and under the censure of his honour the Superintendent of Port Philip; but we gladly avail ourselves of the opportunity of suggesting, that no surgeon should in future be allowed to proceed in charge of an immigrant ship, until he has been approved of by the medical officers attached to the Board of Admiralty, or some other equally disinterested and competent examiners. \* \* \* \* \*

(signed) *Francis L. S. Merewether.* *J. Long Innes, J. P.*  
*Arthur Savage, R. N.* *H. H. Browne, J. P.*

*The "Carthaginian."*

\* \* \* \* \* There is one instance, however, of outrageous conduct on the part of the master, which we think it our duty specially to notice. It appears that during the early part of the voyage many of the immigrants had been in the habit of keeping log-books, or records of the little occurrences which took place in the ship. This we should have considered a very harmless amusement, and one which we should have thought it politic to encourage. To the master, however, the practice seems to have given offence, or to have been a source of apprehension, and he issued an order that no log-books should, for the future, be kept, and that those in existence should be destroyed. This order appears not to have been very readily obeyed, and by way of obtaining more prompt compliance with his desire than the immigrants were disposed to give, the master ordered the man at the helm from his post, and let the ship go adrift \* \* \* \* \* As it happened, fortunately we may say, for we should have expected consequences far more serious, one woman only, who appears to have lost the use of her senses for some time from fright, suffered materially from this extraordinary conduct on the part of the master. \* \* \* \* \*

In the present case we regret to find, that the parties in England, acting for the importers, exacted from the surgeon a promise to pay a certain sum as passage-money on the receipt of his gratuities here; and we have reason to believe that subserviency to the master was made another condition of his appointment. We cannot therefore be surprised that the cheap surgeon—the surgeon who would bind himself to submit to one, who by profession and by education ought to have been his inferior, should have

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(a) "That he will see to the expenditure books being regularly and correctly kept."

## PAPERS RELATING TO EMIGRATION.

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NEW  
SOUTH WALES.

have ill discharged the duties of the situation in which, through a false economy, he was placed.

\* \* \* We are happy, however, to state, that Messrs. — and — have in this, as in every other instance of improper behaviour, repudiated the acts of their agents in England, and have released the surgeon from his engagement. (a) \* \* \*

(signed) Francis L. S. Merewether. Arthur Savage, R. N.  
J. Long Innes, J. P. H. H. Browne, J. P.  
W. H. Christie, J. P.

Sir,

Immigration Office, Sydney, 25 April 1842.

WITH reference to the statement made in the Immigration Board's Report B. of the 23d instant, on the "Carthaginian" case, that Elizabeth Smith had declared herself before the Supreme Court to be a married woman, and not single, as represented in her certificate, I do myself the honour to annex a copy of a note addressed to me by Mr. Justice Stephen, from which it appears that she distinctly told the bounty agent that she was married, and that the false representation made originated with the bounty agent, and not with her.

The certificate produced in favour of Elizabeth Smith, I beg to enclose for his Excellency's inspection.

I have, &c.

The Hon. the Colonial Secretary,  
&c. &c. &c.

(signed) Francis L. S. Merewether.

(COPY.)

My Dear Sir,

25 April 1842.

I PERFECTLY recollect that the girl Betsy Smith, at the late "Carthaginian" trial, swore that she told the emigration agents, at Liverpool (or ship's agents), that she was a married woman, but that "they" told her, (or "the clerk" told her, as I understood) that it did not signify; it "made no difference," and she was then entered as single.

I have the substance of this on my notes; and you will see the fact of her swearing to having "told them in the office, in Liverpool, that she was married" reported also in the newspapers.

Yours, &c.

Francis L. S. Merewether, Esq.

(signed) Alfred Stephen.

*The "Sir Charles Napier."*

\* \* \* Of the certificates produced in favour of the individual immigrants, many appear to us to have no reference whatever to parties included in them, whose names would seem to have been inserted subsequently to the approval of the documents by the authorities in England. \* \* \*

The unsatisfactory nature of the certificates, a general complaint of the disorderly character of the immigrants preferred by the surgeon, and other information of a discreditable nature to the conduct of the ship, rendered a formal inquiry into these general points necessary before we could report on the claim to bounties. We accordingly obtained the attendance upon our Board of the surgeon superintendent, and in the presence of the importer's agents questioned him as to what he knew of the correctness of these certificates, and of the character and calling of the parties to whom they applied. The surgeon readily afforded every information required, but at the same time, whilst he made known to us the existence of gross irregularities, he gave us to understand that he should prefer the evidence of other parties being taken with regard to their nature, when he, being present, would answer any questions arising out of the statements made by these witnesses, or would substantiate them by his own testimony, if requisite. We accordingly examined, out of the immigrants whose attendance was procured, a sufficient number of the most respectable and the best informed, to prove to us beyond all doubt, that in the shipment of the immigrants the grossest frauds had been practised; that most improper people had been wilfully put on board; and that immorality had prevailed to a disgraceful extent during the passage. \* \* \*

\* \* \* At the same time we think it right to state, that if we considered ourselves authorised so to do, we should, under the aggravated circumstances of this case, recommend a total disallowance of the amount claimed. \* \* \*

\* \* \* We should be glad, could the sum shown to have been paid by the surgeon superintendent for his passage, be reserved for his benefit from the amount allowed as bounties. \* \* \*

(signed) Francis L. S. Merewether. W. H. Christie, J. P.  
Arthur Savage, R. N. J. Long Innes, J. P.  
H. H. Browne, J. P.

(Extract from a Minute of his Excellency the Governor on the foregoing:—)

Let Messrs. — and — be informed, that I regret it is out of my power to sanction the payment of any bounties on the immigrants by this ship. \* \* \*

(signed) G. G.

(a) For further Extracts from Report of the Immigrants by this ship, see Evidence, Merewether, Q. 44, p. 90, and Innes, Q. 31, p. 96.



NEW  
SOUTH WALES.

(F.)

RETURN showing the NUMBER of FAMILIES, SINGLE MALES, and SINGLE FEMALES, who arrived at *Sydney*, on BOUNTY, during the Year ending 30th June 1842; with the Number received into BARRACKS at the expiration of the time allowed for their stay on board Ship, and the Number remaining in Barracks on the last day of each Month.

MONTHS.	Number Arrived* at Sydney.			Number Received into Barracks.			Number Remaining in Barracks on the last day of each Month.		
	Families.	Single Males.	Single Females.	Families.	Single Males.	Single Females.	Families.	Single Males.	Single Females.
July - - -	156	152	159	—					
August - - -	384	421	480	—					
September - - -	238	297	279	40	- -	87	25	- -	54
October - - -	270	211	231	1	- -	-	9	—	
November - - -	244	237	290	63	- -	16	43	- -	9
December - - -	191	205	261	96	- -	69	31	- -	15
January - - -	425	457	436	178	- -	47	128	- -	17
February - - -	229	235	257	211	- -	121	212	- -	84
March - - -	79	90	94	53	- -	27	100	- -	12
April - - -	-	-	-	13	- -	18	54	- -	6
May - - -	-	-	-	-	- -	-	†18	—	
June - - -	-	-	-	-	- -	-	†13	—	
TOTALS - -	2,216	2,305	2,487	655	- -	385			

\* In order to render this Return uniform with the others, the number of immigrants on whom bounties were claimed, but not paid, are not included under the first head; a very considerable number of these immigrants were, however, received into the barracks, and are included under the second and third heads.

† The cause of these families remaining in barracks is illness.

Immigration Office, Sydney, }  
22 August 1842.

Francis L. S. Merewether,  
Agent for Immigration.

(F. a.)

MAXIMUM NUMBERS of IMMIGRANTS at the Charge of or Employed by Government for each Month, since July 1841.

MONTHS.	AT THE CHARGE OF GOVERNMENT.		Males in Government Employ.	REMARKS.
	Males.	Females.		
1841:				
July - - -	72	25	—	This Return is applicable to Melbourne only, as the others could scarcely be correctly ascertained.
August - - -	-	38	—	
September - - -	138	50	—	
October - - -	-	83	—	
November - - -	52	43	—	
December - - -	202	141	—	
1842:				
January - - -	299	160	196	
February - - -	162	125	232	
March - - -	60	181	213	
April - - -	50	185	250	
May - - -	-	185	219	
June - - -	-	120	216	
July - - -	-	107	201	

PAPERS RELATING TO EMIGRATION.

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NOVA SCOTIA.

RETURN of IMMIGRANTS at the Charge of, or in the Employ of Government,  
31st July 1842.

WHERE.	MALES.		REMARKS.
	Number.	Description.	
Melbourne - - - - -	173	married men	in Government employ.
Road to the Falls - - - - -	10	ditto -	ditto.
Road to the Heidelberg - - - - -	10	ditto -	ditto.
Road to Sydney - - - - -	14	ditto -	ditto.
Williams' Town - - - - -	12	ditto -	ditto.
Geelong - - - - -	17	ditto -	ditto.
Portland - - - - -	7	ditto -	ditto.
TOTAL - - - - -	243		
	Females.		
Melbourne - - - - -	56	- - single women or destitute children in asylum.	
Geelong - - - - -	12	women at Government charge.	
Portland - - - - -	6	ditto - - - ditto.	
TOTAL - - - - -	74		

RETURN of the NUMBER of IMMIGRANTS forwarded to *Geelong*, up to 1st August 1842.

VESSEL CONVEYING.	DATE OF SAILING.	FAMILIES.			Single Men.	Single Women.	TOTALS.	REMARKS.
		Male.	Females.	Children.				
"Ranger" revenue cutter.	6 Feb. - 1842	17	16	21	-	-	54	
Ditto - - ditto -	22 March 1842	14	14	16	2	9	55	
Ditto - - ditto -	2 May - 1832	6	6	6	6	2	26	
TOTALS - -		37	36	43	8	11	135	

RETURN of the NUMBER of IMMIGRANTS forwarded to *Portland*, up to 1st August 1842.

"Ellen and Elizabeth"	19 October 1841	20	20	26	-	10	76
Ditto - - ditto -	8 Nov. - 1841	15	15	34	2	17	83
Ditto - - ditto -	2 June - 1842	-	-	-	-	17	17
TOTALS - -		35	35	60	2	44	176



(G.)

RETURN of the TRADES or CALLINGS to which the BOUNTY IMMIGRANTS who arrived between the 1st of July 1841, and 30th of June 1842, professed to belong; showing the Number of each Calling, and the Average Rate of Wages given.

TRADES or CALLINGS.	SYDNEY.			PORT PHILIP.			GRAND TOTAL.	Average Wages per Annum, with Food and Lodging, in the Country Districts.	Wages of Mechanics per Week at the Present Date, in Sydney, without Food and Lodging.
	Time of Arrival.		TOTAL Souls.	Time of Arrival.		TOTAL Souls.			
	Between July and December 1841.	Between January and June 1842.		Between July and December 1841.	Between January and June 1842.				
MALES :								£. s. d.	£. s. d.
Agricultural labourers	2,134	956	3,090	1,617	426	2,043	5,133	20 10 -	- - -
Blacksmiths - - -	152	90	242	79	22	101	343	- - -	2 8 -
* Boot and shoemakers	- - -	- - -	- - -	1	- - -	1	1	44 - - -	- - -
Brickmakers - - -	8	10	18	- - -	2	2	20	1 per thousand	- - -
Bricklayers - - -	56	46	102	36	5	41	143	- - -	2 8 -
* Butchers - - -	2	6	8	- - -	2	2	10	36 - - -	- - -
* Bakers - - -	2	- - -	2	- - -	- - -	- - -	2	42 - - -	- - -
Carters - - -	1	- - -	1	1	- - -	1	2	28 - - -	- - -
Carpenters - - -	322	221	543	176	84	260	803	- - -	2 5 -
* Cabinetmakers - -	2	- - -	2	- - -	- - -	- - -	2	52 - - -	- - -
* Coachmen - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25 - - -	- - -
* Coopers - - -	1	- - -	1	- - -	- - -	- - -	1	47 10 -	- - -
* Domestic servants -	11	- - -	11	- - -	- - -	- - -	11	25 - - -	- - -
* Grooms - - -	16	- - -	16	4	- - -	4	20	26 - - -	- - -
Gardeners - - -	57	24	81	27	1	28	109	30 - - -	- - -
* Millwrights - - -	1	1	2	- - -	1	1	3	- - -	2 5 -
Plasterers - - -	- - -	2	2	- - -	1	1	3	- - -	2 8 -
Quarrymen - - -	2	- - -	2	1	- - -	1	3	- - -	2 2 -
Shepherds - - -	113	53	166	117	28	145	311	22 - - -	- - -
Stonemasons - - -	59	41	100	36	13	49	149	- - -	2 8 -
Sawyers - - -	20	8	28	6	8	14	42	- - -	3 - - -
* Tailors - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	34 - - -	- - -
Wheelwrights - - -	17	20	37	12	8	20	57	- - -	2 5 -
Whitesmiths - - -	9	8	17	1	1	2	19	- - -	1 15 -
Miscellaneous - - -	12	19	31	1	3	4	35	- - -	- - -
TOTALS - - -	2,997	1,505	4,502	2,115	605	2,720	7,222		
FEMALES :									
Cooks - - -	29	8	37	19	5	24	61	16 - - -	- - -
* Dressmakers - - -	7	- - -	7	- - -	- - -	- - -	7	12 10 -	- - -
Dairymaids - - -	156	53	209	51	14	65	274	14 - - -	- - -
Farm servants - - -	265	100	365	37	32	69	434	10 - - -	- - -
General house servants	561	400	961	478	236	714	1,675	14 - - -	- - -
Housemaids - - -	345	113	468	620	39	659	1,117	14 - - -	- - -
Housekeepers - - -	6	1	7	30	14	44	51	14 - - -	- - -
Kitchen-maids - - -	46	6	52	1	- - -	1	53	14 - - -	- - -
Ladies' maids - - -	13	1	14	- - -	- - -	- - -	14	10 10 -	- - -
Laundresses - - -	34	10	44	9	3	12	56	15 - - -	- - -
Needlewomen - - -	15	2	17	- - -	- - -	- - -	17	14 - - -	- - -
* Nursery governesses -	5	- - -	5	- - -	- - -	- - -	5	10 10 -	- - -
Nurse-maids - - -	217	85	302	54	7	61	363	12 - - -	- - -
Miscellaneous - - -	1	- - -	1	- - -	- - -	- - -	1	- - -	- - -
TOTALS - - -	1,700	779	2,479	1,299	350	1,649	4,128		

\* Persons of these descriptions are not eligible for free passages under the existing bounty regulations.

Immigration Office,  
Sydney, 22 August 1842.

Francis L. S. Merewether,  
Agent for Immigration.

(H.)  
NEW SOUTH WALES.

A RETURN of CROWN LANDS Sold under the Regulations of 1st August 1831, &c. &c. between 1st July 1840 and 30th June 1842.

P E R I O D.	Number of Acres Advertised for Sale.				Not Sold.				Sold to Officers, Soldiers, &c.				Gross Amount of Sales.		T O T A L.	
	At the Minimum Price of 5s. per Acre.	At any higher Rate, not including 12s. per Acre.	At the raised Minimum Price of 12s. per Acre.	Total Number of Acres Advertised.	Withdrawn or Cancelled.	Put up and not Bid for.	On which Deposits have been Forfeited.	Amount of Deposits Forfeited.	Number of Acres.	Amount of Permission.	Number of Acres.	Amount of Purchase Price.	Number of Acres Sold.	Amount of Purchase Money Received.		
	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	£. s. d.								
1840 : From 1st July to 31st December -	22,389 0 0	5,424 3 20	74,114 0 0	101,927 3 20	6,423 0 0	47,236 0 0	0 3,259 0 0	251 4 11	5,434 0 0	1,498 11 6	48,268 3 20	33,097 19 6	45,009 3 20	29,336 18 11		
1841 : From 1st January to 30th June -	-	8,221 0 0	39,091 0 0	47,312 0 0	650 0 0	30,994 0 0	58 0 0	5 16 -	516 0 0	568 - 9	15,638 0 0	11,420 14 -	15,610 0 0	10,800 9 3		
From 1st July to 31st December -	-	5,851 3 22	21,370 0 0	27,221 3 22	-	22,939 3 31	640 0 0	38 8 -	30 0 0	24 15 -	4,281 3 31	3,162 7 5	3,641 3 31	2,792 - 5		
1842 : From 1st January to 30th June -	-	2,145 3 16	110,983 0 0	113,128 3 16	1,367 0 0	108,952 1 6	300 0 0	19 10 -	465 0 0	272 5 -	2,809 2 10	2,352 18 6	2,509 2 10	1,905 3 6		
TOTALS - - - £.	22,389 0 0	21,643 2 18	245,558 0 0	289,590 2 18	8,440 0 0	210,122 0 37	4,257 0 0	314 18 11	6,465 0 0	2,363 12 3	71,028 1 21	50,033 19 5	66,771 1 21	44,834 12 1		

Colonial Treasury, Sydney, }  
22 June 1842.

C. D. Riddell.

(H. a.)  
NEW SOUTH WALES.

A RETURN of TOWN ALLOTMENTS Sold under the Regulations of 1st August 1831, between 1st July 1840 and 30th June 1842.

P E R I O D.	Number of Acres Advertised for Sale.				Not Sold.				Sold to Officers, Soldiers, &c.				Gross Amount of Sales.		T O T A L.	
	At £. 2 per Acre.	At any higher Rate.	Total Number of Acres Advertised.	Withdrawn or Cancelled.	Put up and not Bid for.	On which Deposits have been Forfeited.	Amount of Deposits Forfeited.	Number of Acres.	Remission allowed.	Number of Acres.	Amount.	Number of Acres Sold.	Amount Received.	Number of Acres Sold.	Amount Received.	
1840: From 1st July to 31st December -	-	-	A. R. P. 249 1 23	A. R. P. 23 1 28	A. R. P. 19 0 32	A. R. P. 15 1 31	£. s. d. 60 7 1	A. R. P. 23 1 25	£. s. d. 504 15 2	A. R. P. 207 1 19	£. s. d. 7,785 1 6	A. R. P. 191 1 12	£. s. d. 6,157 19 1			
1841: From 1st January to 30th June -	-	-	A. R. P. 405 1 10	A. R. P. 63 1 37	A. R. P. 155 3 14	A. R. P. 7 3 8	£. s. d. 21 8 2	A. R. P. 48 0 28	£. s. d. 883 4 8	A. R. P. 192 1 10	£. s. d. 4,674 3 3	A. R. P. 178 0 31	£. s. d. 3,470 7 1			
- From 1st July to 31st December -	-	-	A. R. P. 171 1 9 ½	A. R. P. -	A. R. P. 104 2 15 ½	A. R. P. 3 0 0	£. s. d. 18 18 -	A. R. P. 24 2 33	£. s. d. 661 2 6	A. R. P. 66 2 34 ½	£. s. d. 3,449 3 11	A. R. P. 63 2 34 ½	£. s. d. 2,617 19 5			
1842: From 1st January to 30th June -	-	-	A. R. P. 164 0 28 ¾	A. R. P. 3 2 0	A. R. P. 111 1 18 ½	A. R. P. 1 3 24	£. s. d. 3 4 9	A. R. P. 27 3 37	£. s. d. 452 12 4	A. R. P. 49 1 10 ½	£. s. d. 3,575 5 10	A. R. P. 47 1 26 ½	£. s. d. 3,093 10 7			
TOTAL - - - £.	-	-	A. R. P. 990 0 31 ½	A. R. P. 90 1 25	A. R. P. 390 3 39 ¾	A. R. P. 28 0 23	£. s. d. 103 18 -	A. R. P. 124 1 3	£. s. d. 2,501 14 8	A. R. P. 515 2 33 ¾	£. s. d. 19,483 14 6	A. R. P. 480 2 23 ¾	£. s. d. 15,339 16 2			

Colonial Treasury, Sydney, }  
22 June 1842.

C. D. Riddell.



(H. b.)

ABSTRACT of the REVENUE arising from CROWN LANDS, from the 1st of January to the 30th June 1842.

PERIOD.	Proceeds of Land Sold.	Quit-Rents.	Redemption of Quit-Rents.	Leases of Town Allotments converted into Grants.	Rents of Land temporarily Leased.	TOTAL.
SYDNEY:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
January - - -	1,288 12 2	484 13 3	79 2 6	- - -	39 4 9	1,891 12 8
February - - -	593 10 10	1,014 3 10	252 13 4	- - -	- - -	1,860 8 -
March - - -	979 6 11	2,171 12 3	181 11 8	- - -	211 8 6	3,543 19 4
April - - -	1,129 18 -	932 17 3	161 3 6	- - -	42 19 5	2,266 18 2
May - - -	1,925 12 -	630 2 -	157 6 2	- - -	160 - 8	2,873 - 10
June - - -	248 10 10	1,544 7 6	139 18 10	- - -	112 18 8	2,045 15 10
£.	6,165 10 9	6,777 16 1	971 16 -	- - -	566 12 -	14,481 14 10
PORT PHILLIP:						
January - - -	1,360 - -	- - -	- - -	- - -	- - -	1,360 - -
February - - -	- - -	- - -	- - -	- - -	- - -	- - -
March - - -	- - -	- - -	- - -	- - -	- - -	- - -
April - - -	5 - -	- - -	- - -	- - -	- - -	5 - -
May - - -	- - -	- - -	- - -	- - -	- - -	- - -
June - - -	10 - -	- - -	- - -	- - -	- - -	10 - -
	1,375 - -	- - -	- - -	- - -	- - -	1,375 - -
TOTALS - - £.	7,540 10 9	6,777 16 1	971 16 -	- - -	566 12 -	15,856 14 10

Audit Office, Sydney, New South Wales, }  
18 July 1842.

Wm. Lithgow, Auditor-General.

(H. c.)

ABSTRACT of the REVENUE arising from CROWN LANDS, from the 1st July to 31st December 1841, being a Continuation of a Return furnished to the Committee on Immigration, in July 1841.

PERIOD.	Proceeds of Land Sold.	Quit-Rents.	Redemption of Quit-Rents.	Leases of Town Allotments converted into Grants.	Rents of Land temporarily Leased.	TOTAL.
SYDNEY:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
July - - -	2,955 3 1	359 19 -	37 16 8	- - -	32 13 5	3,385 12 2
August - - -	577 19 10	834 6 1	68 10 -	97 2 6	103 10 11	1,681 9 4
September - -	2,090 11 2	664 5 5	14 - 10	2,237 11 3	597 7 1	5,603 15 9
October - - -	104 1 1	253 4 7	69 3 4	15 4 6	97 1 10	538 15 4
November - -	727 6 4	354 1 -	267 - -	11 16 3	161 2 3	1,521 5 10
December - -	633 19 3	479 9 9	234 8 4	159 1 6	174 7 5	1,681 6 3
£	7,089 - 9	2,945 5 10	690 19 2	2,520 16 -	1,166 2 11	14,412 4 8
PORT PHILLIP:						
July - - -	912 - -	- - -	- - -	- - -	- - -	912 - -
August - - -	1,714 5 -	- - -	- - -	- - -	- - -	1,714 5 -
September - -	6,794 - -	- - -	- - -	- - -	- - -	6,794 - -
October - - -	1,607 2 -	- - -	- - -	- - -	- - -	1,607 2 -
November - -	3,675 - -	- - -	- - -	- - -	- - -	3,675 - -
December - -	2,113 12 -	- - -	- - -	- - -	- - -	2,113 12 -
	16,815 19 -	- - -	- - -	- - -	- - -	16,815 19 -
TOTALS - - £.	23,904 19 9	2,945 5 10	690 19 2	2,520 16 -	1,166 2 11	31,228 3 8

Audit Office, Sydney, New South Wales, }  
18 July 1842.

Wm. Lithgow, Auditor-General.

(H. d. 1.)

ABSTRACT of the REVENUE arising from CROWN LANDS, from 1st July 1841 to 30th June 1842, with the probable Charges thereon during the same Period.

	SYDNEY.			PORT PHILIP.			TOTAL.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Proceeds of Land sold - - - - -	13,254	11	6	18,190	19	-	31,445	10	6
Leases of Town Allotments converted into Grants	2,520	16	-	-	-	-	2,520	16	-
Quit-rents paid or redeemed - - - - -	11,385	17	1	-	-	-	11,385	17	1
Rents of Land temporarily leased - - - - -	1,732	14	11	-	-	-	1,732	14	11
GROSS REVENUE - - - £.	28,893	19	6	18,190	19	-	47,084	18	6
CHARGES AS ESTIMATED:									
Surveyor-General's Department - - - - -	18,150	-	-	8,100	-	-	26,250	-	-
Aborigines - - - - -	710	-	-	8,000	-	-	8,710	-	-
One-third of Treasury and Audit Office - - - - -	2,070	-	-	390	-	-	2,460	-	-
TOTAL CHARGES - - - £.	20,930	-	-	16,490	-	-	37,420	-	-
Applicable to Immigration - - - £.	7,963	19	6	1,700	19	-	9,664	18	6

Audit Office, Sydney, New South Wales, }  
18 July 1842.

Wm. Lithgow, Auditor-General.

(H. d. 2.)

RETURN of the REVENUE arising from the Sale of CROWN LANDS, and of the Amount paid for Immigration, and for other Services chargeable thereon, for the Period from 1st January 1832 to 30th June 1842; specifying also the Number of Immigrants brought out at the Public Expense during the same Period.

Year.	Proceeds of the Sale of Land, including Town and Suburban Allotments.		Number of Immigrants brought to the Colony at the Public Expense.				Charges on the Fund arising from the Sale of Crown Lands.											
			Adults.		Children.	Total Num- ber of Immi- grants.	Immigration, including Quarantine.	Department of Survey.		One-third of the Expense of the Treasury and Audit Office.	Aborigines, including One-half of the Expense of the Border Police.	Total Charges.						
			Male.	Female.														
	£.	s. d.					£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
1832	12,509	13 10	137	441	204	782	5,293	4 11 <sup>3</sup> / <sub>4</sub>	11,755	9 - <sup>1</sup> / <sub>4</sub>	1,451	1 8	1,138	2 2 <sup>3</sup> / <sub>4</sub>	19,637	17 10 <sup>3</sup> / <sub>4</sub>		
1833	24,956	1 1	180	507	344	1,031	10,759	8 8 <sup>1</sup> / <sub>2</sub>	12,562	4 2 <sup>3</sup> / <sub>4</sub>	1,340	9 7	773	19 9	25,436	2 3		
1834	41,844	9 1	30	519	93	642	7,902	4 5 <sup>1</sup> / <sub>2</sub>	12,400	- 9 <sup>1</sup> / <sub>2</sub>	1,474	5 8	942	- 9	22,718	11 7 <sup>3</sup> / <sub>4</sub>		
1835	80,784	14 6	53	524	122	699	11,437	14 10	11,218	16 10	1,591	12 3	1,325	17 9 <sup>1</sup> / <sub>2</sub>	25,574	1 9		
1836	126,458	16 -	63	564	116	743	11,894	11 11 <sup>3</sup> / <sub>4</sub>	140,03	7 10 <sup>1</sup> / <sub>4</sub>	1,768	16 -	1,416	8 7 <sup>1</sup> / <sub>2</sub>	29,083	4 5 <sup>1</sup> / <sub>2</sub>		
1837	120,187	12 5	664	811	885	2,360	59,070	6 9 <sup>1</sup> / <sub>2</sub>	17,350	2 9 <sup>1</sup> / <sub>4</sub>	1,659	4 11 <sup>1</sup> / <sub>4</sub>	2,884	11 11 <sup>3</sup> / <sub>4</sub>	80,964	6 5 <sup>3</sup> / <sub>4</sub>		
1838	116,324	18 11	1,692	1,673	2,750	6,115	147,613	12 11	20,096	1 8	1,770	11 5	4,786	1 7	174,266	7 7		
1839	152,962	16 4	2,862	2,779	2,698	8,339	155,676	15 1 <sup>1</sup> / <sub>2</sub>	19,112	4 - <sup>3</sup> / <sub>4</sub>	2,140	14 8	10,712	18 11	187,542	12 9		
1840	316,626	7 5	2,548	2,761	1,366	6,675	111,694	3 8 <sup>1</sup> / <sub>2</sub>	22,197	9 9	2,465	9 7	14,626	4 10 <sup>3</sup> / <sub>4</sub>	150,983	7 11 <sup>1</sup> / <sub>4</sub>		
1841	90,387	16 10	7,124	7,692	4,180	18,996	322,226	16 10	27,407	17 2	2,470	14 6	18,950	11 7 <sup>3</sup> / <sub>4</sub>	371,056	- 2 <sup>1</sup> / <sub>2</sub>		
1842	7,540	10 9	2,066	2,180	1,106	5,354	107,772	17 -	10,985	18 9	1,195	4 9	5,540	3 10	125,494	4 4		
Totals	1,090,583	17 2	17,421	20,451	13,864	51,736	951,241	17 4 <sup>1</sup> / <sub>2</sub>	179,089	12 10 <sup>1</sup> / <sub>4</sub>	19,328	5 - <sup>1</sup> / <sub>4</sub>	63,097	2 -	1,212,756	17 3 <sup>1</sup> / <sub>2</sub>		

REMARKS:

The charges for immigration include the sum of 10,840 *l.* paid as out-fits, and for passages to 60 clergymen and 26 teachers, who are not included in the number of other immigrants.  
The total number of 51,736 is exclusive of the immigrants for whom bounties were refused.  
Of the total charges, the sum of 48,760 *l.* was paid for in land and immigration debentures, the redemption of which is still to be provided for.  
The charges for immigration and survey alone exceed the total proceeds of the land fund during the period specified, by 39,747 *l.* 13*s.* 1  $\frac{1}{4}$  *d.*  
The payments by the Colonial Agent-general, from 1st January to 30th June 1842, have not been notified.

Audit-Office, Sydney, New South Wales, }  
7 September 1842.

William Lithgow,  
Auditor-General.



NEW  
SOUTH WALES.

(I.)

At a Meeting of the Immigration Committee, held on Thursday, 11th August 1842, it was moved that the following Resolution be adopted:—

“THAT in the opinion of this Committee, the raising the minimum price of every description of land in this colony above 5s. an acre is impolitic, inasmuch as it has a direct tendency to divert the emigration of British capitalists from this colony to the United States of America, where fertile lands may be purchased at one dollar and a quarter per acre, which price has apparently been found by the American government to be sufficient on the one hand to check the too rapid conversion of the labourer into a landowner, and on the other hand not so high as to oppose a bar to that investment of capital in the purchase of land which is essential to the progress of colonization.”

Passed in the affirmative.

(K.)

COPY of a Circular Letter addressed by the Colonial Secretary to the Holders of Conditional Bounty Orders.

Colonial Secretary's Office, Sydney,  
11 September 1841.

Sir,

I AM directed by his Excellency the Governor to inform you, that it appears desirable to draw the attention of parties who have received conditional permissions to import persons on bounty to the very rapid immigration now taking place into the colony; and to point out to them that it is very probable the Government may not be in a situation to pay bounties in cases where they have been promised conditionally only; and that, at any rate, none such can be paid until after all demands to which the Government is liable on account of promises made unconditionally are satisfied.

I have, &c.  
(signed) E. Deas Thomson.

(K. a.)

A RETURN showing the Number of Permissions to import Immigrants on Bounty, granted in the several Quarters of Years, between that which ended the 31st December 1837, and the Quarter ended the 30th June 1840, which Permissions respectively expired in the several Quarters between that which ended on the 31st December 1839 and the 30th June 1842; showing also what Proportion of those Permissions was acted on, and the Proportion not acted on.

Quarters during the course of which the Permissions were granted.	Quarters during which the Permissions expired.	FAMILIES.			SINGLE MALES.			SINGLE FEMALES.		
		Extent of Permissions.	Number Imported.	Number not Imported.	Extent of Permissions.	Number Imported.	Number not Imported.	Extent of Permissions.	Number Imported.	Number not Imported.
Quarter ending 31 Dec. 1837	Quarter ending 31 Dec. 1839	888	471	417	358	264	94	358	306	52
31 Mar. 1838	31 Mar. 1840	598	165	433	264	94	170	264	24	170
30 June 1838	30 June 1840	670	341	329	168	90	78	168	104	64
30 Sept. 1838	30 Sept. 1840	33	11	22	171	2	169	171	2	169
31 Dec. 1838	31 Dec. 1840	1,466	70	1,396	325	59	266	341	66	275
		3,655	1,058	2,597	1,286	509	777	1,302	572	730
Quarter ending 31 Mar. 1839	Quarter ending 31 Mar. 1841	830	742	88	110	110	—	110	110	—
30 June 1839	30 June 1841	658	388	270	—	—	—	—	—	—
30 Sept. 1839	30 Sept. 1841	1,260	753	507	350	350	—	350	350	—
31 Dec. 1839	31 Dec. 1842	531	349	182	10	10	—	11	11	—
31 Mar. 1840	31 Mar. 1842	4,185	3,061	1,124	1,000	1,000	—	1,000	1,000	—
30 June 1840	30 June 1842	2,903	33	2,870	528	32	496	423	31	392
TOTAL - - -		14,022	6,384	7,638	3,284	2,011	1,273	3,196	2,074	1,122

Immigration Office, Sydney,  
22 August 1842.

Francis L. S. Merewether,  
Agent for Immigration.

## PAPERS RELATING TO EMIGRATION.

75

NEW  
SOUTH WALES.

(L.)

(No. 64.)

COPY of a DESPATCH from Lord *Stanley* to Governor Sir *George Gipps*, respecting  
Emigration on Bounty Orders.

Sir,

Downing-street, 8 February 1842.

I HAVE received your despatch, No. 137, of the 17th July last, containing a report of the amount of revenue actually received into the treasury of the colony in the half year ending the 30th of the preceding month.

On the receipt of that despatch, I called on the Colonial Land and Emigration Commissioners for an estimate, as far as might be practicable, of the state of the land revenue of the colony for the year 1841, and of the probable balance which would remain applicable to emigration in the succeeding year, without having recourse to unusual measures.

I enclose for your information a copy of the report which I have received from the Commissioners upon that point. 12 January 1842.

On a full consideration of all the circumstances, I consider it necessary to suspend for the present further emigration on bounty orders. However desirable it may be to keep up a continued supply of emigrants to New South Wales, I cannot consent to anticipate its land revenues for that purpose; and looking to the very large addition which will have been made to its population in the course of the past and the commencement of the present year, I am strongly inclined to believe that the supply of labour furnished will have been at least equal to the demand, or at all events, to such a demand as would realize the fair expectations of the emigrants.

I am, &amp;c.

(signed) *Stanley*.

Governor Sir *George Gipps*,  
&c. &c. &c.

(M.)

(No. 42-955.)

COPY of a LETTER from C. J. *La Trobe*, Esq. to the Clerk of the Councils at *Sydney*, relative to the demand of the Colonists of *Melbourne* and the surrounding Districts for Labour.

Sir,

Melbourne, 26 July 1842.

I HAVE had the honour to receive your letter of the 18th June, requesting, by the desire of the Committee of the Legislative Council (appointed to consider the question of immigration generally, with the view of ascertaining the present and prospective demands of the colonists for labour, and how the same may be most effectually and economically met), that I would afford them such information, on certain points, as it might be in my power to obtain.

Understanding that it was desirable that this report should be forwarded to you with as little delay as possible, I immediately took such steps as lay in my power to meet your wishes. I have now the honour to lay before the committee a brief exposition of the opinions of a number of the better informed and influential gentlemen of this district, to whom circumstances allowed me a ready access, in the form of a report, drawn up by two gentlemen whom I commissioned to receive their several communications.

However briefly expressed, I trust that the information thus produced may be of use to the Committee. My own opinions on the several points brought forward, coincide in the main with those that are set forth in this document. I however request permission to add a few brief remarks.

I am decidedly of opinion that, taken as a body, the emigrants who have been sent to this colony within the last 18 months, have been of an inferior description to those previously supplied. From the knowledge I have gained of the character of a considerable proportion,—a knowledge which can only be gained after they have become colonists, I should say that the object of the exporters at home had been to collect, and not to select; to secure at a given time, the requisite number to fill the vessel, with as little trouble to themselves as was consistent with a bare compliance with the letter of the Regulations. The large importations we have received of so called labourers, married men with very large families from the south and south-west of Ireland, and single women from Bristol, Cork, Dublin, or Glasgow, have given us ample occasions of finding to our cost that the letter of the Regulations may be tolerably well followed, and yet the main object, to effect which they are framed, completely defeated. With reference to the latter, it may be remarked, that the mere object of supplying the colony with a proportion of females, may indeed be attained by such importations; but the above are certainly not the localities likely to furnish a really valuable class of either farm or domestic servants. Once furnished with the requisite certificates, and passed by the officers appointed to the duty in England, it is impossible for the local Board to reject an individual presenting himself or herself here, unless occurrences during the voyage, that could not be concealed, have given premature publicity to the impropriety of the selection.

From the experience we have had of the working of the new Regulations, I should say, that all the precautionary measures taken by the Home Government, however strong, and however strictly carried out, are still insufficient to secure the colonies against the introduc-

The Acting Immi-  
gration Agent.  
The Sub-Treasurer.

Queries, 1, 2 and 3.



NEW  
SOUTH WALES.

tion of a large proportion of exceedingly indifferent, if not of worthless hands. In the collection of most of these, and their presentation for passage as bounty immigrants, perhaps the exporters may have contemplated no deception; the details set forth in the certificate, and the signatures placed at its foot, may be real; the party may be one whom friends sincerely wish to advantage by emigration, and not merely to get rid of; no direct fraud may be contemplated, still he may not belong to the class of labourers which it is the object of the Regulations to secure. But instances of gross fraud are not wanting, and when the perfect impunity with which certain of these have been practised, is remarked, the suspicion arises whether they are not much more numerous than is supposed.

To the majority of the frauds that have been detected, the surgeons superintendent of the ships must have been parties, directly or indirectly; and I need not remind the Committee how great, when this is the case, and while the interests of that officer are bound up with those of the importer, must be the difficulty of detecting the imposition.

Should the present system of bounty emigration be continued, I not only think that further measures must be taken at home to enforce the selection of proper individuals, but that it is imperative that the surgeon superintendent in every case should be a Government officer, in the interest of the Government, and preferably a naval man of mature age and experience. This officer should have the entire control over the medical stores and comforts of every description, and a general power of providing that the provisions given out be supplied of the quality and in the quantity prescribed by the Regulations. Perhaps, generally speaking, no exception can be taken to the medical talent of the gentlemen recently chosen to fill the office of surgeon superintendent on board the emigrant ships; but a great want of experience in the management of large masses of emigrants on shipboard has been evident, and this deficiency has, in several cases, been productive of exceedingly serious results.

It may be well for the Committee to take into consideration whether the increase in the rate of bounty has been attended by advantage or disadvantage, as far as the quality of the labour supplied is concerned. I am scarcely in a position to prove it, but I am inclined to think that the indifferent character of much of that imported since 1841, has been the result of such augmentation, and the inducement held out, by the more considerable profit to be reaped, for men of less established character to engage in the business.

The smaller degree of profit to be gained formerly, left the business in the hands of those whose profits were derived from their ability to carry it on upon a large scale. With these a careful selection was almost indispensable, as the rejection of even a small proportion of the emigrants would exercise a very serious effect on their gains. In the case of many of the smaller speculators who have entered into the trade latterly, I am convinced that there has not only been a want of experience, but that the larger amount of the profits would allow them to incur the risk of the rejection of a certain proportion without serious inconvenience.

The attention of the Committee will have been doubtless drawn to the certain fact that, from Mr. Marshall downwards, a practice has prevailed with many of the exporters, to exact sums of various amounts, under divers pretexts, from the emigrants, in part payment of their passages; this I consider a most culpable practice.

Queries, 4, 5 and 6. These queries may be considered sufficiently answered by the accompanying report.

I coincide in the opinion expressed in the report, as to the proportion in which single women and single men should be introduced into this district.

Query, No. 7.

It is impossible for me to hazard an opinion in reply to this query. The sales of land must depend upon the demand, and the demand upon the introduction of capital. I should hope that some land may be disposed of, but I cannot flatter myself that the revenue to be thus raised will be at all commensurate with the claims that must be made upon it, even leaving immigration out of the question.

I have no hesitation in stating, that I consider the projected loan to be both necessary and expedient.

I consider that it would be well to provide for the introduction annually of about 4,000 able-bodied immigrants into this quarter, for two or three years to come; I have no doubt but, if properly selected, that number would find ready employment; they might perhaps be introduced in the proportion of 2,000 single men to about 1,500 of each of the other classes.

In addition to the report to which I have already alluded, I have the honour to enclose a communication which has been handed into my office by the immigration agent, accompanying a general return, illustrative of immigration into this district, in bounty ships, from 1st January 1841, to the close of February in the present year, which I considered might be useful to the committee; and further, a return of the number of immigrants of every description in the employ of, or in any way dependent on Government in this district at the present date; merely remarking, with reference to the latter, that no doubt can exist, but that all of the individuals thus upon our hands would have found employment long ago had they been of the proper description. This was clearly demonstrated on the arrival of the ship "Earl of Durham," on the 18th of June, with 119 immigrants, the whole of whom, with the exception of four or five families, were at once eagerly engaged by the settlers or residents of the town and neighbourhood.

To the Clerk of the Councils, Sydney.

I have, &c.  
(signed) C. J. La Trobe.

(N.)

(No. 42/1345.)

COPY of a LETTER from Messrs. *Patterson and Lonsdale to C. J. La Trobe*, Esq. relative to the demand for Labour in *Melbourne* and the surrounding Districts.

Sir,

Melbourne, 22 July 1842.

IN compliance with your Honor's directions, we have submitted the series of queries forwarded to you by direction of the Committee of the Legislative Council, upon the subject of immigration, to a considerable number of gentlemen, residents in the town and surrounding district, who were most likely to be well informed; and we beg to submit a summary of their opinions on the subject.

It appears to be the general impression, that the character of immigration has not been kept up during the last 12 or 18 months, as compared with that of former years; which opinion is strongly expressed by some of the gentlemen who have well considered the subject.

Opinion on Query the 1st.

The prevailing opinion is that the selection of emigrants has not been conducted with becoming care or attention; and that in most cases they have not been procured from those parts of the United Kingdom most likely to afford really good and useful servants.

Opinion on Query the 3d.

The universal opinion is, that the description of labour chiefly required in the district comprises shepherds, good farm servants who can plough with reins or bullocks, reap, sow grains, and use the spade; a few good gardeners, a few mechanics, and some male and female good domestic servants who really understand their business, and who are of good character.

Opinion on Query the 4th.

The actual demand for labour at present seems not to be very urgent, but the universal opinion decidedly is, that should labour not continue to be regularly, and at short intervals supplied, to a certain amount, the price will most certainly, and that very soon, attain its former ruinous advance, with its usual attendants, insolence, disobedience, and reckless carelessness on the part of the employed towards the employers.

Opinion on Query the 5th.

The late large importations of labour into the district has had the most beneficial effects; it has brought labour, or rather wages, down from their former oppressive price to a more equitable rate; it has made servants of every class more obedient to their employers, and more careful and diligent in their respective callings; and it has placed the proprietors of the soil in a position to cultivate and improve the land purchased from the Crown, and has thereby directed their attention more to agricultural pursuits.

The present rates of wages appear to be as follow:—

First class farm servants, 25*l.* to 30*l.* per annum, with rations; second class farm servants, from 20*l.* to 25*l.* per annum, with rations; shepherds, from 25*l.* to 30*l.* per annum, with rations; rough carpenters to be employed on a farm, from 30*l.* to 50*l.* per annum; female farm and dairy servants, from 15*l.* to 20*l.* per annum, with rations; and housemaids, from 10*l.* to 15*l.* with rations; good mechanics, such as carpenters, joiners, smiths, wheelwrights, &c., from 10*s.* to 15*s.* per diem, and find themselves.

Opinion on Query the 6th.

If these mechanics are hired by the year, and rationed, they receive from 30*l.* to 70*l.* a year.

The general opinion of the best informed is much in favour of a loan, to be raised upon the security of the land revenue, for the purpose of immigration.

Opinion on Query the 8th.

Emigration to these colonies has been heretofore conducted in two different modes, viz: by ships chartered by the Home Government, and by ships sent out by private individuals, each on the bounty system. We are not in possession of sufficient data whereby to form an opinion as to the relative merits of the two methods.

Query the 9th, with general remarks.

As respects the question to what extent immigration may be required in future, we have no hesitation in giving it as our opinion, which is also the decided opinion of all the gentlemen consulted on the subject, that during the next 12 months the wants of the district will require at the rate of 30 families, each not to have more than one child, or if more than one child to each family, the youngest of such family of children not to be less than 10 years of age; unmarried males, chiefly consisting of agricultural labourers and shepherds, and a few good house servants, at the least 60; unmarried females, good housemaids, not less than 30. The above proportions, if regularly introduced each month in the year, might meet the wants of the district. But many circumstances may occur meantime to require a much larger supply of labour. We beg further to observe, that during the last two years, too great a proportion of married people, with large families of children, have been brought out to the colony. The settlers would not engage this description of labour, on account of the children, who could not be of any use to them.

The consequence was, that hundreds of married men could not find employment in either town or country, and were thrown on the bounty of Government, who, to save them and their families from starvation, gave them employment in the public works.



NEW  
SOUTH WALES.  
—

A large proportion of single females, chiefly from the south and south-west of Ireland, have been imported into the colony during the last 18 months. These young women have been found so totally unqualified for the common wants of the colony, most of them having never been in service at home, and being utterly unacquainted with the duties of housemaids, could not find employment but with the greatest difficulty. They consequently became a heavy burden on Government, who has supplied them all along with rations and lodgings. The number of this description of females, we are happy to say, has been gradually reduced to 18 at the present time. It ought to be known that these helpless peasants have at all times been very desirous to obtain employment, and have generally shown virtuous dispositions.

Several single girls, most of them not exceeding 16 years of age, selected in large towns, such as London, Liverpool, Leith, and Bristol, generally turned out badly, and soon resumed their former abandoned habits. Therefore to obtain good, useful, and virtuous farm and domestic female servants, the country towns and rural districts in England, Scotland, and the north of Ireland, are to be preferred.

First rate useful mechanics and handicraftsmen are mostly to be procured in large towns.

We beg further to observe, that the regulation which requires that an equal number of single males and of single females be introduced into the colony might be modified with advantage. The single men on their arrival here obtain employment at once, and can engage to go any distance into the country, where they are chiefly required. The single females, on the contrary, are obliged to look for situations in the town or neighbourhood, where they can be under the protection of a mistress; consequently, the demand for their services is vastly less than that for single men. We give it as an opinion that the relative proportion of single females to single men ought to be as six of the former to 10 of the latter.

Opinion on Query  
the 2d.

Queries No. 2 and No. 7 were not submitted with the others for the opinions of the gentlemen, as it was considered that the public generally could not be informed on these subjects. But from what has fallen under our own notice, we beg to give the following opinions :

The arrangements made for the health and comfort of the immigrants have been in most cases satisfactory; in others, indifferent; and in others again, decidedly bad. In the indifferent class, one or more articles of provisions were found either bad in quality, or deficient in quantity to last the whole of the voyage. In the decidedly bad, several of the articles of provisions were not only bad in quality, but deficient in quantity for the consumption of the entire voyage. In two or three cases, the quantity of medical comforts sent on board for the voyage seemed deficient; and in one or two other instances, the surgeon-superintendent appeared to have acted with more regard to the interest of his employer, in the distribution of these comforts, than to the dictates of liberality and humanity.

Opinions on Query  
the 7th.

With regard to this question, we find it next to impossible to give any definite or satisfactory answer; but we may not be far wrong in concluding, that but a small and inadequate sum for the purposes of immigration can be calculated on within the next 12 months. The severe pressure of the times has so generally prevailed in these colonies for a considerable time back, that we think it can scarcely be removed within the above period; and unless a good many capitalists arrive on our shores, we are of opinion it would not be prudent to attempt making large sales of Crown lands.

His Honor C. J. La Trobe, Esq.  
Superintendent of Port Phillip.

We are, &c.  
(signed) John Patterson.  
W. Lonsdale.

(O.)

STATEMENT of the Ports from which VESSELS sailed with EMIGRANTS for *New South Wales*, between the 1st of July 1841 and 30th of June 1842; showing the Number of Bounty Immigrants, classified according to their Religious Persuasions.

SAILED FROM.	Number of Vessels.	NUMBER OF EMIGRANTS.				
		Protestants.	Roman Catholics.	Jews.	Freethinkers.	TOTAL.
London and Plymouth -	31	2,685	2,862	27	- -	5,574
Liverpool - - -	22	3,085	2,706	- -	3	5,794
Bristol - - - -	2	255	96	- -	- -	351
Greerock - - -	17	2,816	864	- -	- -	3,680
Leith - - - -	4	204	1	- -	- -	205
Dundee - - - -	1	155	75	- -	- -	230
Cork - - - -	19	1,134	2,498	3	- -	3,635
Kingstown - - -	1	77	185	- -	- -	262
TOTALS - - -	97	10,411	9,287	30	3	19,731

Immigration Office, Sydney,  
8 August 1842.

Francis L. S. Merewether,  
Agent for Immigration.

(P.)

RETURN showing the Number, classified according to their Religious Persuasions, of BOUNTY IMMIGRANTS landed at *Sydney* and *Port Phillip* respectively, between 1st July 1841 and 30th June 1842.

WHERE LANDED.	Protestants.	Roman Catholics.	Jews.	Freethinkers.	TOTAL.
Sydney - - -	6,410	5,906	27	3	12,346
Port Phillip - - -	4,001	3,381	3	- - -	7,385
TOTALS - - -	10,411	9,287	30	3	19,731

Immigration Office, Sydney,  
8 August 1842.

Francis L. S. Merewether,  
Agent for Immigration.



(Q.)—NEW SOUTH WALES. - - - - -

RETURN of the Native Counties of the BOUNTY IMMIGRANTS, who arrived in the Colony between the 1st of January 1841 and 30th June 1842 ;

ENGLAND AND WALES.									
Northern Counties.		Southern Counties.		Midland Counties.		Eastern Counties.		WALES.	
Counties.	Number of Souls.	Counties.	Number of Souls.	Counties.	Number of Souls.	Counties.	Number of Souls.	Counties.	Number of Souls.
Northumberland -	77	Kent - - -	357	Cheshire - -	174	Lincoln - -	52	Caernarvonshire -	7
Cumberland -	96	Sussex - - -	387	Derbyshire - -	55	Norfolk - -	55	Denbighshire -	20
Westmoreland -	41	Surrey - - -	187	Nottinghamshire -	86	Huntingdon -	10	Flintshire - -	4
Durham - - -	29	Hampshire - -	100	Staffordshire -	90	Cambridge - -	24	Merionethshire -	3
Yorkshire - -	461	Berkshire - -	31	Warwickshire -	75	Suffolk - - -	16	Montgomeryshire -	9
Lancaster - -	1,292	Dorsetshire -	45	Worcestershire -	41	Bedford - - -	6	Cardiganshire -	3
Isle of man - -	27	Wiltshire - -	147	Leicestershire -	36	Hertford - - -	35	Radnorshire - -	-
		Rutlandshire -	4	Northamptonshire -	30	Essex - - - -	87	Pembrokeshire -	57
		Somersetshire -	303	Buckinghamshire -	28	Middlesex - -	657	Caermarthenshire -	3
		Devonshire - -	352	Oxfordshire - -	27			Brecknockshire -	1
		Cornwall - - -	132	Gloucestershire -	266			Glamorganshire -	37
		Alderney - - -	18	Monmouthshire -	26			Anglesea - - -	11
		Jersey - - - -	1	Herefordshire -	40				
		Isle of Wight -	1	Shropshire - - -	34				
TOTALS - - -	2,023	- - - - -	2,061	- - - - -	1,012	- - - - -	942	- - - - -	155

Immigration Office, Sydney, }  
8 August 1842. }

N.B.—The Total numbers from England, Scotland,

(R.) (S.\*)—NEW SOUTH WALES. - - - - -

RETURN of the Ages, Native Countries, Religion, Education, &c. of the BOUNTY

AGE AND SEX.										NATIVE COUNTRY.			
ADULTS.		CHILDREN.								TOTAL.	England and Wales.	Scotland.	Ireland.
Males above 18.	Females above 15.	Males from 15 to 18.	From 7 to 15.		From 1 to 7.		Under 1 Year.						
			Male.	Female.	Male.	Female.	Male.	Female.					
9,293	9,719	200	1,232	1,086	1,579	1,418	411	392	25,330	6,193	2,245	16,892	

\* Return (S.) has been embodied in Return (R.)

Immigration Office, Sydney, }  
8 August 1842. }

PAPERS RELATING TO EMIGRATION.

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(Q.)—NEW SOUTH WALES.

showing the Number from each County, and the aggregate Number from each of the grand Subdivisions of *England, Scotland, and Ireland.*

SCOTLAND.				IRELAND.							
Northern Counties.		Southern Counties.		ULSTER.		LEINSTER.		CONNAUGHT.		MUNSTER.	
Counties.	Number of Souls.	Counties.	Number of Souls.	Counties.	Number of Souls.	Counties.	Number of Souls.	Counties.	Number of Souls.	Counties.	Number of Souls.
Caithness -	23	Edinburgh -	394	Donegall -	455	Longford -	117	Leitrim -	81	Clare -	1,001
Sutherland -	-	Haddington -	29	Londonderry -	461	West Meath -	242	Sligo -	93	Kerry -	82
Ross-shire -	33	Berwickshire -	25	Antrim -	644	East Meath -	156	Mayo -	93	Cork -	1,131
Cromartie -	-	Roxburghshire	22	Fermanagh -	920	Louth -	210	Galway -	1,024	Waterford -	121
Nairnshire -	9	Selkirkshire -	5	Tyrone -	1,233	King's County	447	Roscommon -	399	Tipperary -	2,650
Inverness-shire	65	Peebles -	14	Down -	511	Kildare -	309			Limerick -	1,182
Murray or Elgin	15	Lanarkshire -	383	Cavan -	694	Dublin -	777				
Banff -	6	Dumfries-shire	78	Monaghan -	316	Queen's County	197				
Aberdeenshire	58	Galloway -	38	Armagh -	455	Carlow -	119				
Kincardine -	11	Ayrshire -	125			Wicklow -	187				
Forfarshire -	129	Dumbarton -	56			Kilkenny -	382				
Fifeshire -	162	Argyleshire -	92			Wexford -	203				
Kinross -	9	Renfrewshire	179								
Clackmannan	9	Stirling -	58								
Perthshire -	202	Linlithgow -	2								
Orkney & Shet- land Isles -	7	Bute -	7								
-	738	-	1,507	-	5,689	-	3,346	-	1,690	-	6,167

and Ireland respectively, are shown in Appendix (R.)

Francis L. S. Merewether,  
Agent for Immigration.

(R.) (S.)—NEW SOUTH WALES.

IMMIGRANTS, who arrived in the Colony from 1st January 1841 to 30th June 1842.

RELIGION.				EDUCATION.			MARRIED OR SINGLE ADULTS.			
Protestants.	Roman Catholics.	Jews.	Free-thinkers.	NUMBER OF ADULTS WHO CAN			MARRIED.		SINGLE.	
				Read and Write.	Read only.	Neither Read nor Write.	Male.	Female.	Male.	Female.
13,498	11,792	37	3	11,361	3,798	3,853	4,431	4,387	4,862	5,332

Francis L. S. Merewether,  
Agent for Immigration.



NEW  
SOUTH WALES.

(T.)—NEW SOUTH WALES.

RETURN of MORTALITY on board of IMMIGRANT SHIPS which arrived in *Port Jackson* between the 1st of July 1841 and the present Period.

No.	NAME OF SHIP.	DATE of ARRIVAL.	ADULTS.		CHILDREN.		TOTAL.
			Males.	Females.	Males.	Females.	
1841 :							
1	Herald - - -	15 July -	1	2	7	6	16
2	Ellen - - -	21 July -	5	3	3	2	13
3	Queen Victoria - -	26 July -	1	-	3	2	6
4	Burhampooter - -	7 August -	-	1	-	1	2
5	Cadet - - -	9 August -	1	1	11	6	19
6	Pearl - - -	17 August -	-	1	1	-	2
7	Eleanor - - -	22 August -	2	2	5	4	13
8	Elizabeth - - -	23 August -	1	1	5	4	11
9	Forth - - -	28 August -	1	2	-	2	5
10	Percy - - -	28 August -	-	1	1	2	4
11	Runnymede - - -	30 August -	-	-	1	-	1
12	Adam Lodge - - -	30 August -	-	2	2	7	11
13	John Renwick - -	1 Sept. -	3	3	4	1	11
14	China - - -	7 Sept. -	-	2	2	6	10
15	United Kingdom - -	7 Sept. -	-	1	19	20	40
16	Gilbert Henderson -	16 Sept. -	-	-	-	2	2
17	Canton - - -	18 Sept. -	-	-	4	7	11
18	William Turner - -	5 October -	1	-	1	2	4
19	Lady Kennaway - -	12 October -	-	1	1	3	5
20	Livingstone - - -	21 October -	-	-	-	3	3
21	New York Packet - -	23 October -	1	1	4	5	11
22	Ayrshire - - -	25 October -	2	3	12	5	22
23	Fairlie - - -	5 Nov. -	-	-	4	2	6
24	Larne - - -	6 Nov. -	3	1	3	3	10
25	Trinidad - - -	6 Nov. -	-	2	1	1	4
26	Joseph Cunard - -	28 Nov. -	1	1	7	2	11
27	Albatross - - -	30 Nov. -	-	2	1	1	4
28	Comet - - -	3 Dec. -	-	-	1	2	3
29	Columbine - - -	3 Dec. -	1	-	1	2	4
30	William Jardine - -	23 Dec. -	1	1	1	-	3
31	Emerald Isle - - -	23 Dec. -	-	1	1	1	3
32	Lalla Rookh - - -	26 Dec. -	-	-	1	-	1
33	Lady Clarke - - -	26 Dec. -	1	-	-	-	1
1842 :							
34	Marchioness of Bute -	7 January -	-	1	1	2	4
35	Wilson - - -	7 January -	-	1	1	1	3
36	Duke of Roxburgh -	10 January -	1	2	3	4	10
37	Anne Milne - - -	17 January -	1	1	9	8	19
38	Agnes Ewing - - -	18 January -	1	3	4	5	13
39	Margaret - - -	24 January -	-	-	11	12	23
40	Carthaginian - - -	28 January -	2	-	4	2	8
41	Hope - - -	29 January -	4	4	2	2	12
42	William Sharples - -	29 January -	2	3	-	2	7
43	Alfred - - -	29 January -	1	1	2	-	4
44	Mathesis - - -	30 January -	1	1	1	3	6
45	Champion - - -	13 February -	2	1	4	5	12
46	Agnes - - -	13 February -	-	-	-	3	3
47	Broom - - -	13 February -	4	2	11	10	27
48	Sir Edward Paget - -	14 February -	-	2	1	2	5
49	Sarah Botsford - -	15 February -	1	1	2	1	5
50	Nabob - - -	20 February -	-	-	4	13	17
51	Palestine - - -	6 March -	-	-	1	-	1
52	Woodbridge - - -	8 March -	1	4	1	4	10
53	Sir Charles Napier -	10 April -	1	1	7	2	11
TOTALS - - -			48	63	176	185	472

PAPERS RELATING TO EMIGRATION.

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(U.)—RETURN of *Suirs* placed in Quarantine, at *Port Jackson*, between the 1st of July 1841 and the present Period.

No.	NAME OF SHIP.	Date of Arrival.	DIED ON BOARD.					DIED IN QUARANTINE.				
			Adults.		Children.		TOTAL.	Adults.		Children.		TOTAL.
			Males.	Females.	Males.	Females.		Males.	Females.	Males.	Females.	
1	Eleanor - - - -	22 Aug.	2	2	5	4	13	-	-	-	-	-
2	New York Packet - -	23 Oct. -	1	1	4	5	11	4	4	1	-	9
3	Ayrshire - - - -	25 Oct. -	2	3	12	5	22	-	1	1	-	2
TOTALS - - -			5	6	21	14	46	4	5	2	-	11

Sydney, 21 June 1842.

Arthur Savage, Health Officer.

(V.)—RETURN of the Amount of *QUARANTINE EXPENSES* charged against Parties importing Immigrants on Bounty into *New South Wales* between the 1st of January 1841 and the 30th of April 1842.

Name of Ship.	Name of Importer.	Name of Agent.	Date of Arrival.	Immigrants, where Landed.	Amount of Quarantine Expenses.	REMARKS.
					£. s. d.	
Eleanor - -	Messrs. Thomas Gore & Company.	- - Messrs. Carter & Bonus.	22 August	Sydney -	355 - -	- - The quarantine expenses of the "Margaret" and "Ayrshire," amounting to 541 <i>l.</i> 15 <i>s.</i> 5 <i>d.</i> were defrayed by the Government, as in those cases the existence of disease was not considered to be attributable to neglect on the part of the importers or their officers.
New York Packet	John Miller - -	- - Messrs. Shepherd & Reid.	23 October	Sydney -	932 2 5	
Agricola - -	Jonathan B. Were -	- - Messrs. Carter & Bonus.	3 October	Port Phillip	264 13 8	
TOTAL - - -					£. 1,551 16 1	

Immigration Office, Sydney, }  
6 May 1842.

Francis L. S. Merewether,  
Agent for Immigration.

(W.)—ABSTRACT from the RETURNS of the Commissioners of *CROWN LANDS*, for the Half Year, from 1st January to 30th June 1841 ; showing the Number of Persons occupying Stations beyond the Limits of Location, the Population, the extent of Land under Cultivation, and the Number and Description of Live Stock.

DISTRICTS.	Number of Stations.	Number of Acres under Cultiva- tion.	Number of Persons in each District.					STOCK.			Assessment as calculated on the Number of Stock given.
			Free.		Bond.		TOTAL.	Horses.	Cattle, including Calves above 6 Months Old.	Sheep, including weaned Lambs.	
			Male.	Female.	Male.	Female.					
Port Macquarie - -	39	630	187	37	192	8	424	216	12,013	43,282	£. s. d. 167 19 - ½
New England - -	78	750	424	40	413	4	881	385	21,120	257,012	672 5 1
Liverpool Plains -	135	313	617	83	536	6	1,242	1,325	121,452	293,484	1,387 1 3
Bligh - - -	43	428 ½	286	41	197	-	524	220	24,903	135,344	440 7 2 ½
Wellington - -	67	610	512	56	295	-	863	531	30,409	127,538	587 7 11 ½
Lachlan - - -	97	2,740 ½	503	137	251	3	894	1,109	36,632	105,714	463 1 -
Murrumbidgee - -	150	1,726	755	265	458	7	1,485	1,139	66,996	162,139	775 2 6 ½
Maneroo - - -	152	2,563	873	213	452	6	1,544	2,308	84,691	212,656	1,002 6 6 ½
TOTALS - - -	761	9,761	4,157	872	2,794	34	7,857	7,623	398,216	1,397,469	5,495 10 7 ½

Colonial Treasury, Sydney, }  
22 June 1842.

C. D. Kiddell.

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(X.)—NEW SOUTH WALES.

ABSTRACT from the Returns of the COMMISSIONERS of CROWN LANDS, for the Half Year, from 1 July to 31 December 1841; showing the Number of Persons occupying Stations beyond the Limits of Location; the Population; the Extent of Land under Cultivation; and the Number and Description of Live Stock.

DISTRICTS.	Number of Stations.	Number of Acres under Cultiva- tion.	Number of Persons in each District.					STOCK.			Assessment as calculated on the Number of Stock given.
			Free.		Bond.		TOTAL.	Horses.	Cattle, including Calves above Six Months old.	Sheep, including weaned Lambs.	
			Male.	Female.	Male.	Female.					
Port Macquarie - -	46	707	269	72	226	5	572	272	14,291	58,673	£. s. d. 214 19 1
New England - -	85	884	519	74	516	3	1,112	454	26,277	353,417	906 3 10
Liverpool Plains -	154	455	778	106	542	6	1,432	1,501	143,972	339,033	1,624 18 1½
Bligh - - -	47	232	307	29	163	-	499	294	27,548	152,174	492 17 7
Wellington - -	69	538½	546	64	240	3	853	640	28,126	207,214	615 9 8
Lachlan - - -	102	2,087	550	154	217	15	936	1,170	36,362	111,452	474 1 7
Murrumbidgee - -	148	1,762	743	235	432	6	1,416	1,477	72,821	183,519	855 18 6
Maneroo - - -	155	2,647	938	239	361	15	1,553	2,860	87,859	242,266	1,089 11 9½
TOTALS - -	806	9,312½	4,650	973	2,697	53	8,373	8,668	437,256	1,647,748	6,274 - 2

Colonial Treasury, }  
Sydney, 22 June 1842. }

C. D. Riddell.

(Y.)—NEW SOUTH WALES.

ABSTRACT from the Returns of the COMMISSIONERS of CROWN LANDS, for the Half Year, from 1 January to 30 June 1842; showing the Number of Persons occupying Stations beyond the Limits of Location; the Population; the Extent of Land under Cultivation; and the Number and Description of Live Stock.

DISTRICTS.	Number of Stations.	Number of Acres under Cultiva- tion.	Number of Persons in each District.					STOCK.			Assessment as calculated on the Number of Stock given.	
			Free.		Bond.		TOTAL.	Horses.	Cattle, including Calves above Six Months old.	Sheep, including weaned Lambs.		
			Male.	Female.	Male.	Female.						
Clarence River*	-	—	—	—	—	—	—	—	—	—	£. s. d. —	
Port Macquarie	-	25	534	112	47	130	5	294	191	9,741	12,917	90 3 7
New England	-	76	1,046	560	126	428	7	1,121	432	26,030	286,034	763 19 10
Liverpool Plains	-	144	459 ½	681	98	425	4	1,208	1,526	141,730	248,676	1,422 19 3
Bligh	-	43	218 ½	309	56	104	2	471	301	24,372	118,860	403 14 3
Wellington	-	62	607	490	73	235	1	799	619	26,966	182,649	556 15 10½
Lachlan	-	105	1,855	584	164	242	5	995	1,324	46,478	116,474	549 13 10
Murrumbidgee	-	155	1,516	547	250	254	6	1,057	1,650	70,929	234,950	953 8 2½
Maneroo	-	146	2,727	992	268	375	13	1,648	2,826	86,522	219,168	1,032 13 9
TOTALS	-	756	8,963	4,275	1,082	2,193	43	7,593	8,869	432,768	1,419,728	5,773 8 7

\* Return has not yet been furnished by the Commissioner for this district.

Colonial Treasury, }  
Sydney, 22 June 1842. }

C. D. Riddell.

(Z.)

## IMMIGRATION, 1842.

## MINUTES OF EVIDENCE TAKEN BEFORE THE IMMIGRATION COMMITTEE.

## LIST OF WITNESSES.

F. L. S. Merewether, esq. p. 85	L. V. Dalhunny, esq. - p. 111	F. Ogilvie, esq. - - p. 132
A. Savage, esq. - - p. 92	G. Cox, esq. - - - p. 114	A. R. Denison, esq. - p. 134
J. L. Innes, esq. - - p. 95	H. O'Brien, esq. - - p. 116	Hon. C. D. Riddell, esq. p. 135
H. H. Browne, esq. - p. 98	G. M'Leay, esq. - - p. 118	L. Macalister, esq. - p. 137
W. H. Christie, esq. - p. 101	R. Scott, esq. - - - p. 121	Sir T. L. Mitchell - - p. 138
W. A. Miles, esq. - - p. 102	M. H. Marsh, esq. - p. 124	Mr. W. Jaques - - - p. 140
T. Icely, esq. - - - p. 109	E. Mackenzie, esq. - p. 129	W. Miller, esq. D. C. G. - p. 142

The Right Reverend THE LORD BISHOP OF AUSTRALIA, in the Chair.

Wednesday, 25 May 1842.

*Francis Lewis Shaw Merewether, esq.* Agent for Immigration; called in, and Examined.

NEW  
SOUTH WALES.

*F. L. S. Merewether,*  
Esq.

25 May 1842.

1. YOU are Agent for Immigration, and Chairman of the Immigration Board?—I am.
2. How long have you held these offices?—About ten months.
3. During that time, it has been your duty to examine the immigrants on arrival?—It has.
4. Have the immigrants introduced within that period been exclusively on the bounty system?—Yes.
5. Can you furnish the Committee with a Return of the immigrants introduced into this colony on whom bounty has been paid, or is now payable, from the date of the Returns in last year's Report up to the present period?—I can, and will prepare such a Return.
6. Does the principal business of examining into the qualifications of immigrants in their arrival, devolve upon you?—It does.
7. Are you sufficiently acquainted with the proceedings in previous years to institute a comparison between the immigration of those years and the present; and do you consider that the character of immigration has been kept up?—I am not so well acquainted with the conduct and character of Immigration previously of my taking charge of the department as to be able to institute a comparison between that of the past ten months, and that of any former period.
8. Can you speak, in a general way, as to the suitability, to the general wants of the colony, of the immigrants introduced within the period over which your experience extends?—My general impression is, that they have been ill selected.
9. Do you mean to say you are of opinion, that the ill-selected immigrants outnumber the really useful?—The demand for labour has been such, that any man with a pair of hands would be found useful in this colony; I cannot therefore say, that those immigrants, who appear to me to have been ill selected, have not been really useful. What I mean to state is, that neither physically nor morally have they been of so good a description as might have been chosen, and as the colony had a right to expect. As regards the English, I feel myself competent to speak more positively; and of their eligibility generally, with the exception of the artificers, my opinion is anything but favourable. With regard to the Irish, I think that I shall be borne out by the testimony of better judges than myself, when I express my opinion, that a large proportion of those recently landed here have been far from favourable specimens of their country's peasantry. I speak with greater confidence on this subject than I should otherwise feel myself justified in doing, with so limited an experience as I possess, because I am aware that my opinion coincides with that of all the other members of the Immigration Board, who have had the opportunity of comparing the recent with the former Immigration. I am also the more convinced of the correctness of my judgment, by the opinion of an officer of the Government in England, resident at a port from which a large number of the most ineligible immigrants have been shipped. His opinion, formed on or before the embarkation of the emigrants, I will take the liberty of submitting to the Committee in support of that formed by myself on their arrival here. The remarks to which I refer are as follows:—"If I had anything to do with the selection of the candidates, it strikes me, that a goodly number of those gone from hence would have lost their passage. You pay liberally, and have therefore a right to expect a good article; but I fear some will be found burdens instead of benefits."
10. In what respect do you consider them ill selected?—Many of the single women have been proved to be of notoriously bad characters; and many also to have been of a class much above that prescribed by the regulations, and in every way unsuited to the present demand in the colony. Amongst the men, the immigrants whom I characterize as ill-selected, have been a number of those imported under the description of "agricultural labourers"



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labourers," which appears to have borne in England a most comprehensive signification, and to have included every grade of persons not mentioned in the Bounty Regulations, from classical tutors down to "lumpers" and "hodmen." I do not think that one-third of the number calling themselves agricultural labourers, were really such. In many cases, where men have really been out-door manual labourers, though ignorant of agriculture, and have been so represented originally in their certificates, the bounty agents, aware that such persons were not properly eligible, appear to have supplied the deficiency, by prefixing "Agl." to their more correct description of themselves, given in the general term "labourer."

11. Do you consider those calling themselves shepherds to be of a better description than the agricultural labourers?—Their number was very small, and they were, I think, decidedly of a better, and the greatest part of them of a good description.

12. If the immigrants designated "agricultural labourers" were not such, why were they recommended by the board for bounty?—Many were not recommended by the Board for bounties; others were recommended from want of proof, or from absence of well-grounded suspicion at the time, that the individuals were of other callings than that represented. In some cases of this latter description, the amount paid to the importers has been charged against them out of sums payable to them on account of immigrants subsequently introduced. In very many instances, individuals professing to be agricultural labourers, have proved to be utterly unacquainted with the ordinary work of a farm servant, though evidently country people; as in the case of many of the Irish, whose experience has been found not to extend beyond potatoe culture. It was, however, considered by the Board, that such men, though ignorant of agriculture, would be serviceable as shepherds.

13. But in point of fact, bounty was refused on a considerable number from want of qualification?—Yes, I hand in a Return of the number. (*Return put in.*)

14. How much per cent. has been deducted for disqualification from the total amount of bounties claimed?—About four and a half.

15. Have you had reason to suppose that the regulations, established by the Commissioners, for the examination of the certificates of intending emigrants, have been found insufficient to prevent imposition?—I have been informed that a very large number of certificates have been rejected by the Commissioners as unsatisfactory documents, but in very many instances the vigilance of those officers has been eluded.

16. Can you state what precautions are established by the regulations of the Commissioners to prevent unsuitable persons from emigrating to this colony?—Every emigrant is required to furnish himself with a certificate of health, age, character, and other requisite particulars, signed by a medical practitioner, and by two householders of repute, which signatures are certified by either a clergyman or a magistrate, or both. These certificates, when duly prepared, are transmitted to the office of the Colonial Land and Emigration Commissioners, and there examined; or in case any deficiency in the number of persons embarking occurs on the eve of the sailing of a vessel, the Government agent, at the port of embarkation, has the power of examining and passing these certificates. It is the duty of this last-mentioned officer to inspect the emigrants before their departure, and to compare their appearance and their own representations of themselves, with the statements on the face of their certificates. If satisfied that the individuals are such as they are represented to be, he allows them to embark, but not otherwise.

17. Notwithstanding these precautions, deceptions still take place?—Yes.

18. Can you offer an opinion as to the particulars in which these deceptions are practised?—As the most satisfactory mode of answering this question, I beg to quote from my official records, a few cases of attempted or intended frauds which have been brought within the knowledge of the Immigration Board.

(1.) Bounty refused on —, a single man, in consequence of the following statement made by the party presented for examination under that name:—He said that he was a married man; that he had heard before his embarkation that his wife was dead, but he was not sure of the fact, and that he had left a child of four years old living with his wife's mother; his real name was —, but he had been induced by Mr. —, a sub-agent employed by the importers, to embark under the name above mentioned; he had left his native place, —, from inability to obtain employment, and was working at —, at the time when the — was on the point of sailing from that port; he saw Mr. —, who was also then in —, and applied to him for a passage; Mr. — told him that a certificate would be necessary, which it was then too late to obtain, but that he had one in his possession in favour of one — who did not intend to embark, and if he, —, would assume that name, all difficulty would be removed. So the matter was arranged. — appeared before — the Commissioners' agent at —, with —'s certificate, and the bounty sub-agent was by "to put words into his mouth."

(2.) — was represented in her certificate as a single woman, 29 years of age; she was presented as such to the Board, though her appearance would bespeak at least 50 years; from an application for a free passage ineffectually made to the Commissioners in the year 1840, and from other documents which have been lodged in my hands, she has been shown to be more than 40; to have been married, and to have a daughter in the colony 16 years old. In this case, an alteration in the figures marking her age appears to have been made subsequently to the original preparation of the document.

(3.) It appears from her own evidence, and the evidence of a party present at the time, that —, at the suggestion of a clerk, in the office of Mr. —, a sub-agent, employed by the importer to collect immigrants for him, and with the sanction of the sub-agent

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agent himself, passed herself off as the wife of her own son, in order to obtain a free passage; and that to herself and her son one berth was appropriated, as man and wife.

(4.) ———, in his examination before the Board, stated, "I arrived in the colony under the name of ———, but my real name is ———; I came out as a married man, but I am a single man; the woman who came out as my wife had five children on board, who passed as my children; one of them, ———, is a married man. The agent of ——— in ———, was well aware of the circumstances of the case, and also was aware that ——— was to have come out as the husband of his own mother, but that he had married subsequently in ———, when I was asked by her to represent her husband."

(5.) ———, a single female, reported by the surgeon superintendent to have been delivered of a son on board, produced no separate certificate in her own favour, being included in that of ———, who stated that the child was his, and that he was not the brother of this woman, though represented to be so in the certificate. The surgeon superintendent informed the Board that this woman's real name was ———; that she was married, and that her husband had been transported to this colony for murder.

(6.) ———, represented in her certificate to be single, stated that she was the wife of a man named ———, a prisoner of the Crown; and that a boy, called ———, represented in the certificate of a man named ——— to be his son, was her son. The surgeon superintendent informed the Board that this woman's name was ———, and that she was no relation of ———, although he was stated to be her brother.

(7.) ———, speaking of the single females who came out in the same vessel with him, stated, "I know ———; I do not think her a correct girl; I have seen ———, a sailor on board, \* \* \* \* \*; the constable on board took no steps to prevent this conduct, as she had an apartment of her own partitioned off from the other emigrants, for which accommodation she paid the agent in ———; her uncle told me she was a married woman; that her husband had 500*l.* per annum in Ireland; that he was obliged to separate from her, owing to her conduct, and grant her an allowance of 30*l.* per year; she was at that time living on the bounty of this sailor."

(8.) ——— stated, "the ———, the ———, and the ——— had a girl each, while the vessel was at ———, out of the emigrants; their names were ———, ———, and ———. They had these girls \* \* \* \* \* Two of these girls, ——— and ———, were brought on board at ———, by an officer of a poor-house."

(9.) Mr. ——— stated, "I came out to this colony in the ———; I am son of ———; I first intended to have come out as a bounty emigrant, and I applied to Mr. ———, the agent in ———, for that purpose. He told me a ship was to sail in about a week, and that he would have a certificate filled up for me, if I would let him have 6*d.* for the doctor. I do not know who the medical man was, but I heard he used to attend at the ——— inn, for the purpose of signing certificates for persons desirous of emigrating. The agent at the same time said he would prefer that I should sail from ———. I refused to go to the ——— church to get a clergyman's signature, as I thought the clergyman would know me. The agent replied, he was an old man, and probably would not recollect me; I then left Mr. ———, and went down to ———; I went to Mr. ———'s office, and saw Mr. ———, his clerk; who got a certificate signed for me, in the name of ———; and in the same certificate were entered four other names, who were represented to be brothers and sisters. We were then taken before Mr. ———, the commissioners' agent in ———, for the purpose of being passed by him. I had been previously prepared for this interview by the selecting agent's clerk, who directed me to give the following account of myself: 'That my father was dead, and that my mother had sailed for Australia in the ———.' The commissioners' agent asked Mr. ——— if my mother had sailed, as was stated by me, and Mr. said, 'she had, he believed.' In the evening the selecting agent's clerk, Mr. ———, came after office-hours to the place where the intended emigrants were lodging, and a conversation passed between him and me, with some others, relative to the characters required by Mr. ———. I declined procuring any character. The clerk then addressed himself to a young woman, and asked her if she had lived no where. She replied she had lived with ———, but that she could not get a character from him, as he would not permit her to start for Australia, if he knew such was her intention. He then requested me to write a character for this girl in her late master's name; which I refused to do, saying it would be forgery. He then asked a young gentleman standing near me to write it for her. The young gentleman refused to write a character in another's name, but consented to write a copy of one according to the clerk's dictation, which he (the clerk) said he would transmit to ———, to the address of Mr. ———, the selecting agent there, in order that it might be put into the post-office of that town. The clerk said, the one character would answer all (meaning me and the four others included in the same certificate), and therefore required 13*s.* from me for the selecting agent in ———, as a reward for posting the character; adding, he could not be expected to endanger himself without obtaining some remuneration. I also gave him 2*l.* to purchase things he said I would require on the passage. I paid him 6*l.* for the perfecting of the certificates, including my own name and that of the other four.

These few instances will show the nature of the deceptions practised, and also how difficult it must be for officers of the Government to cope with the artifices of such unscrupulous traders. I feel it however right to remark, that none of the instances of fraud cited, nor any similar instances, occurred in the case of emigrants sent out by London agents.

19. On arrival here, the immigrants have to undergo a strict examination?—Yes, and in consequence of the numerous attempts at imposition upon the Government and the colonial public, which have latterly been discovered, the Board have felt it their duty to make



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much stricter inquiry than, under ordinary circumstances, they might have considered necessary.

20. The strictness of that inquiry, it is to be presumed, secures the colony against bounty being paid on unsuitable immigrants?—It does, to a certain extent; but many instances have been brought, even officially, within my knowledge, in which the Board have been deceived, and have recommended the payment of bounties on ineligible persons. I could add from my private knowledge, and so, I am persuaded, could every member of the Board, many other instances.

21. What cause exists to prevent the Board from exercising such vigilance as would prevent the practice alluded to?—The surgeon superintendent being in the interest of the bounty agents, and not in that of the Government, the Board has, in almost all cases, to contend with every artifice which the merchant's self interest, assisted by the surgeon superintendent's knowledge of the parties, can suggest, to cloak any ineligibility in the immigrants brought under inspection.

22. Have you discovered, generally, whether their ineligibility has been in point of age, character, or ability as useful labourers?—Some few have been rejected as above the prescribed age; and of the females, a considerable number have been rejected on the score of character. Of the males, the greater number have been refused in consequence of their real occupation not being one of those mentioned in the regulations, or in accordance with the description given of them in their certificates.

23. Are you aware whether the form to be filled up by persons desirous of obtaining a passage on bounty, and submitted to the agent for Her Majesty's Colonial Land and Emigration Commissioners, contains any statement of the trade or calling of the applicant?—It does.

24. Then how do you conceive it to be possible that, with the certificate appended, parties can pass themselves as of a trade or calling which they really are not?—In some cases alterations have evidently been made on the face of the certificates, subsequently to their original preparation, and probably to their examination by the Commissioners; as ineligibility in this respect, under the colonial regulations, would not form a ground of objection with those officers. Many instances have also been brought within the knowledge of the Board, in which the signatures of "respectable householders" have been attached to the certificates, without any knowledge on the part of the householders of the persons in whose favour they signed. Of such instances I will cite two; the first of which carries with it unusual weight, from the circumstance of the statement having been made on oath before a magistrate.

(1.) ———, whose certificate states him to be a blacksmith, is a ladies' shoemaker, and is employed as a shoemaker in Sydney; he has stated upon oath that the certificate produced in his favour was filled up by a clerk in the selecting agent's office; that he knew nothing of the signatures attached to the document; and that the signature, purporting to be his own, was not written by him.

(2.) ——— states, "I went, accompanied by my brother, to Mr. ———, the agent in ———; he told us we could go out as agricultural labourers on payment of 1 *l.* each; we got certificates from him, to which we signed our names; we then asked him if we were to get the other signatures to the certificates: he said not; there was no use in putting us to that trouble, as he would do all if we paid 6 *d.* for each signature; Mr. ——— put his own name down as one of the respectable householders. The Thursday before we left ———, I went, accompanied by my mother, brother, and sister, to Mr. ———, the commissioners' agent; on our way Mr. ———, the clerk of the selecting agent in ———, asked us if we knew the names which were signed to our certificates; we replied we did not; he then handed the certificates to us, and desired us to see, as Mr. ———, the commissioners' agent might ask us. I never was an agricultural labourer. I was a clerk in a shipping office in ———. My brother is a draper. My sister was never in service; she left school to come out here as a bounty immigrant."

25. Are those certificates placed in possession of the parties to whom they relate?—They are generally placed in the hands, not of the emigrants themselves, but of the bounty agents through whom they have been provided with a passage.

26. Are you of opinion, if strict correctness in these certificates could be ensured, together with the examination of the Board here, that that would correct the abuses which it appears have crept into the bounty system?—If that were possible; but I am of opinion that correctness in these documents can only be ensured by the vigilant superintendence of disinterested officers, having opportunity of personal communication on the spot with the intending emigrants, and with the parties signing in their favour.

27. Do you mean to state it as your opinion, that no regulation established by the Commissioners in England, could prevent the practice of such positive and wilful deceptions as appear to have been practised in a great number of instances?—I think not without double expense; as I am of opinion that a local agency under the direction of the Government, for the examination of the intending emigrants, would be requisite, besides the agency established by the contracting merchant for their selection.

28. Do you not think that much must always depend on the character of the contracting merchants?—Certainly; but the merchants must necessarily be greatly dependent upon the local agents employed by them to select the emigrants; and on the respectability of these sub-agents, more than on that of the merchant, would depend the faithful execution of the bounty order. For instance, some of the grossest frauds lately brought under our notice have

have been practised in the office of the selecting agent of one of the most respectable mercantile houses in Sydney. His employers have, in the most honourable manner repudiated his acts, but the evil has not been the less for their abhorrence of it.

29. Does it appear to you, that any advantage would arise from requiring all persons acting in the capacity of bounty agents, to obtain a license from the Commissioners of Colonial Land and Emigration, which should be granted to persons only of good character, and be revocable on proof of misconduct or deception having occurred with their knowledge?—If the future conduct of emigration is left to mercantile speculation, I am of opinion that such a check would be highly desirable.

30. You have stated that the bounties have been refused on a considerable proportion of the whole number claimed for; setting aside those cases, and confining yourself to those on whom the bounty has been paid, do you think that the immigrants, taken as a class, afford a fair sample of the persons whom it would be desirable to introduce into this colony?—I think not.

31. Do you think, then, that so long as emigration is conducted as a mere mercantile speculation, the profit or loss of the transaction will be considered, rather than the benefit to the colony by the introduction of a moral and industrious class of immigrants?—I do. A considerable proportion of the English, called “agricultural labourers,” and many of the Irish, who have lately arrived, appear to have been discontented idlers, or men employed in casual labour in or about the seaport towns where the emigrants embarked. These men were doubtless shipped because they came ready to hand, and were obtained without expense; and thus I think it would ever be. So long as men of a description sufficiently within the terms of his contract to make his payment safe, would seek him in his office, the agent would assuredly not give himself the trouble to inquire whether he might not obtain a better class of persons from the rural population; much less would he think of incurring additional expense for the sake of obtaining a better description of emigrants than he was bound to furnish.

32. Do you not think that the experience they have had of the penalty they are liable to, by withholding the bounty on parties not suitable, will render the agents for the future much more cautious in the selection of those whom they send out?—It will probably make the contractor more cautious, but I do not think it will have the effect of securing to the colony the best description of persons within its reach.

33. May not the perseverance of Government, in the strict application of the regulations, at length convince the agents that it will be their best policy to send out none but such as are truly what they are represented to be?—The agents will find it their policy to send out such persons only as would make their payment sure, but no better; at least if any additional expense would be entailed on them by the selection of a superior description.

34. Do you imagine, that under such a rigid interpretation, persons would be found willing to engage in such an occupation?—I think that in order to secure, through a mercantile agency, the best description of labourers within the reach of the colony, it would be necessary to give so closely defined a description of the persons wanted, and to enforce so rigid an adherence to the rules laid down, as would render the contract a most embarrassing, if not an unprofitable one; and would also be injurious to the colony, by excluding many persons who might be allowed free passages under the greater latitude of choice, which might safely be allowed to agents less influenced by considerations of self interest.

35. Do you consider that such disallowances would have the effect of raising the character of immigration generally, or merely prevent the introduction of such parties as are not of the character required by the regulations?—I think that the contractor would, as a matter of course, still execute his order in the manner most profitable to himself, and send the cheapest description which he could furnish without risking the loss of payment.

36. The point which the committee wish to ascertain is, your opinion whether by a strict, yet not unjustly rigorous application of the regulations, it might not be possible so to discriminate the different classes, as to confirm the allowance of bounty to such individuals only among the immigrants as should be truly worth to the colony the expense incurred by their introduction?—I think that the rejection of decidedly ineligible immigrants might generally be ensured; but I am of opinion that the selection made would still not be as good as might be made if the question of cheapness did not enter into the consideration of the parties entrusted with it.

37. Do you think then, that by another system, a more valuable class of immigrants could be obtained at the same cost?—I do.

38. Will you be so good as to explain your views as to the manner in which such a system is to be provided?—The cheapness of the bounty system must consist almost entirely in the lower rate at which merchants are able to fit-out and victual their ships; and this cheapness may be secured by still leaving this part of the management of the immigration business (and it is his legitimate business, which the selection of the emigrants is not) in the hands of the merchant. I would propose that the Commissioners should contract with the merchants for shipping and provisions, at so much per head for each emigrant embarked; that the surgeon superintendent should be an officer appointed by the Government, and devoted to the interests of the Government; that upon his report, together with that of the Immigration Board in the colony, should depend the full payment of the merchant or shipowner, as well as of the officers appointed to select the emigrants; these officers, I would propose, should be appointed by the Commissioners, and act under their

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general control, but should be paid by the colony in the way of head-money on each immigrant pronounced to be of an eligible description, according, as now, to some fixed standard.

39. You think, judging from past experience, that that would be as cheap a plan?—A nearly similar plan has, I believe, been pursued by some of the holders of bounty orders during the past season, and has left them a considerable profit. They have contracted for the selection, conveyance, and victualling of the emigrants, by giving up to the shipowner and emigrant broker their claim to the government bounties, with the exception of a percentage reserved as their own share in the profits of the speculation. The selecting agency which I propose, would probably be somewhat more costly than that employed by these merchants, but the increased expense would be met by the sum which now forms the merchant's profit, or, in other words, the value of the order which he holds.

40. Has proof been afforded that parties have come out under the bounty system who would otherwise have paid their own passages?—One instance has been brought within my knowledge in the last examination before the Immigration Board; and it naturally raises a suspicion that such may have been the case in other instances, where individuals have appeared to be of a description above the class to which they represented themselves to belong.

41. Will you furnish the committee with the particulars of the case you have alluded to? The case, as stated by the immigrant himself, is as follows:—"I went to Mr. ———'s office, and saw his clerk, Mr. ———; he asked me if I intended to pay my passage; I said I did; he said I was a great fool, and if I gave him 5*l.* he would send me and my wife out free of expense. I said I would give him 5*l.* if he ensured me a passage out; he wanted the money then, but I said I would not give it until I saw my passage secured. I gave him 10*s.*, and he handed me a blank certificate to get filled up. He asked me what I was; I replied, I was overseer of a manufacturing mill; he said I should put myself down as an agricultural labourer. After keeping the certificate for about a week, I returned it (not filled up) by post to this same clerk; my reason for not getting it filled up was, I did not wish to ask any one in my own neighbourhood to sign what I knew to be false. A few days after I sent him the certificate, I received a note from him, saying that he had submitted my certificate, and directing me to come to ———, to pass the Commissioners' agent. I accordingly did go, and called at the office of Mr. ———, the selecting agent, where I again saw this clerk. Next day I was taken by him before the Commissioners' agent. This same clerk asked me for a doctor's certificate; I got a note certifying to my health, which I gave him, and he copied the doctor's name into the certificate; when I had my passage secured to me I paid him the 5*l.* I promised."

42. Can you furnish the committee with a return of the number of ships which have arrived from the 1st of January 1841, up to the latest period; shewing the ports from whence they sailed?—I can. (*Return handed in.*)

43. Can you furnish the committee with a return of the number of immigrants arrived during the same period from the various parts of the United Kingdom?—I can. (*Return put in.*)

44. Looking at these returns, do you think that the effect of the present system has been to bring a due proportion of emigrants from the various parts of the United Kingdom, according to the population?—I am of opinion, that regard only has been had to the degree of cheapness with which emigrants could be procured, and their means of paying the sums required from them by the bounty agents. These two considerations have, I think, much restricted the selection of emigrants, and the latter more particularly. On this point I will beg leave to quote from the report of the Board, remarks which were suggested by the evidence of a very intelligent immigrant, who stated, "that many useful people were deterred from emigrating, by the charges exacted by the selecting agents at home:" "Our observations during the past six months, has led us to form the same conclusion as that stated by ———, that many respectable and efficient labourers are thus deterred from emigrating, and that less suitable people who are in the possession of the means of making the payment required, usurp the place of good, and useful, and honest labourers, who though in such distress as would induce them to seize with thankfulness the opportunity held out by emigration of bettering their condition, yet are not sufficiently troublesome or burdensome to their neighbours to make their riddance worth paying for. To this cause we attribute the selection of a number of persons who have latterly emigrated under the description of agricultural labourers and female domestic servants, though evidently of a superior class; and also the number of persons encumbered with large families. The former class are able to pay the bounty agent from their own resources, or those of their relatives; the latter are provided probably with the requisite funds by the parishes in England, and in Ireland by the landlords anxious to clear their estates, and glad, therefore, to remit a quarter's or half-year's rent to any of the small holders under whom they may be disposed to emigrate. It is also to be observed, that the usual payment of the 3*l.* per head on children, in addition to the bounty, makes a large family rather an object of preference with the selecting agent." And I would here observe, with reference to a former answer, that in comparing the expense of the system proposed by me with that of the system now in operation, I have considered that portion only of the cost of the selecting agency which is charged upon the bounties, and have not included that charged upon the emigrants themselves. Should the bounty system be continued, I am decidedly of opinion that the practice prevalent amongst the holders of bounty orders, of taking money from the emigrants shipped by them, should be absolutely prohibited, its tendency being, as is represented in the extract from the report just quoted, to cause the introduction of a superior class,

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class, and also of an inferior class to that which it is the intention of the Government and the interest of the colonists to import at the public expense.

45. Do you consider such a system of agency as is now in operation, calculated to overcome the repugnance which the agricultural population of England has to emigrate?—I do not think that in such an agency, the rural population would feel so great a degree of confidence as would induce them to emigrate; still less, that such an agency would be influential enough to remove the indisposition which they feel to leave their homes in quest of employment in so distant a country as this; and one, too, which they are inclined to view with some degree of dread, as a place set apart for the punishment of evildoers. The agency to be desired is a local one under the immediate superintendence of the Government; and one in which the parochial clergy, who would probably be themselves the actual and the best selectors of emigrants, would feel confidence, and with which they could cordially co-operate. I will here remark, that if the parochial clergy can be enlisted in our service, the class of persons which they might be most instrumental in sending out, is precisely the class wanted by the colonists. I mean, young married couples. Instead of discouraging, as they now frequently do, early marriages, they might consider it rather their duty to promote them, wherever, by emigrating, parties would place themselves in a position to maintain any offspring which might be the issue of their union.

46. Have the surgeons superintendent under the bounty system been generally properly qualified persons, both as regards their medical skill, and their general fitness for the charge of so many persons?—As regards medical skill, they have been, generally speaking, competent. In the qualifications requisite for the management of the emigrants, they have been in too many instances, deficient. They have also been generally much too young for such a charge.

47. According to the regulations, a gratuity of 10s. 6d. per head is allowed to the surgeon superintendent?—Yes.

48. Has that answered the purpose intended; of obtaining a superior class of persons, with an interest in the proper performance of their duty?—Certainly not.

49. In what respect has it failed?—The gratuities, which were intended as an increased payment to the surgeon, and thus a means of obtaining a more efficient superintendence of the emigrants, have been turned into a source of profit to the bounty agents, who, in very many instances, are known to have required from the surgeons a guarantee that they would pay a sum out of their expected receipts from the Colonial Government, for their own passage. The gratuities have thus relieved the merchant from the payment of surgeons, which, under a lower rate of bounties, they were compelled to make out of their own funds.

50. Do you know of instances of the kind, and how many?—Three instances have been officially brought under the notice of the Government, and I have been made aware of others.

51. Do you think the arrangements on board emigrant ships have been such as to ensure order, morality, and discipline, as well as the health and comfort of the emigrants during the passage, as far as they have come under your observation?—Several cases have been brought under the knowledge of the Immigration Board, in which gross immorality and want of order have been shown to have existed in emigrant ships.

52. Have these cases formed the subject of official investigation?—Most of them.

53. What was the result of these investigations?—In these cases, bounty has been refused on such of the emigrants as were shown to have misconducted themselves; and the gratuities have been withheld from the surgeon and officers, when any neglect of duty or misbehaviour on their part has been shown.

54. Have the ships been generally of a suitable class?—Decidedly.

55. Is any examination made of the provisions after arrival here?—Yes.

56. Have they been found of suitable quantity and quality, with reference to the number of emigrants embarked?—With scarcely any exception.

57. Have proper arrangements been made for the separation of the unmarried females from the bulk of the emigrants, and also for their being placed under proper protection, as required by the regulations?—A large number of single females have been found by the Board not to have been under the required protection, and the bounties have been withheld in consequence. The ships have been differently partitioned, according to the opinions of different officers entrusted with their inspection. In some, the passengers' deck was not divided at all; in others, the single males were kept apart from the families and single females; and in others, there have been three partitions. To the latter plan I am inclined to give decided preference, as the one most conducive to morality and decency; and when the partition is formed, from top to bottom, of grating, the current of air cannot be much obstructed.

58. By the regulations, the same number of single young women must be introduced as of single young men; and if the bounty were withheld from the one, it would be withheld from the other also?—It has been so decided by the Government.

NEW  
SOUTH WALES.

*F.L.S. Merewether,*  
Esq.

25 May 1842.



NEW  
SOUTH WALES.

*Arthur Savage,*  
Esq.

26 May 1842.

Thursday, 26 May 1842.

*Arthur Savage, Esq. Surgeon, R. N. called in ; and Examined.*

1. YOU are health officer, and have held that situation for about two years?—Yes.
2. You are also a member of the Immigration Board?—Yes.
3. In your capacity as a member of that board, you examine the bounty immigrants on arrival?—Yes.
4. Of what description of persons have you usually found them during the last year?—They have been infinitely worse as a whole, during that period, than previously.
5. In what respect?—In general character, and efficiency as labourers, both physically and morally ; and in many instances being of a description superior to the class of labourers, and consequently unsuited to the wants of the colony. There has been a gradual deterioration during the last eight months.
6. Is there any circumstance to which you would attribute this deterioration?—I ascribe it to the great number of persons who have now entered into the business of bounty agents, and to the emigrants being hastily collected in seaport or other large towns, instead of being selected from the country districts. Formerly, the agency was confined to one person—Mr. Marshall, of London, whose Irish agent, Mr. Besnard, of Cork, had a good opportunity of selecting the class of emigrants suited to the wants of the colony. Some ships, however, have brought an unexceptionable selection of people during the period I allude to.
7. Then a number of inexperienced persons, you think, have engaged in the business of sending out bounty emigrants?—Yes, and some of them not much interested in the welfare of the colony.
8. Have you reason to believe that there have been any cases of fraudulent attempts to pass improper persons for bounty?—Many persons have proved to be not what they were represented to be, and must, therefore, I am of opinion, have been sent out with a fraudulent intent on the part of the agents at home.
9. Then you consider that they have engaged themselves in the business with a view to the profit to be derived from it, rather than to benefit the colony?—Decidedly so.
10. Can you state what number of available labourers you have found in each hundred immigrants, on an average?—About 15 in every 100, men, women, and children.
11. That is in reference to the families, and not to the single men and single women?—Yes.
12. What has been the available amount of labour, taking an aggregate upon both classes?—About 20 to 25 per cent.
13. Have you had reason to be satisfied with the arrangements made for the health and comfort of the emigrants on board ship?—For health and comfort the arrangements were generally good.
14. Have you been equally satisfied with the arrangements made for the order and morality of the emigrants?—Sufficient precautions have not been taken to ensure order and morality on board ; which may be attributed in many cases to the youth, inexperience, and general ineligibility of the captains and surgeons.
15. Was this the general character of the captains and surgeons, or were there exceptions?—Several ships arrived here well conducted in every sense ; and, with scarcely an exception, the provisions and the ships were good, and suited for the service.
16. In respect to health, has there been less mortality than formerly?—Yes.
17. Were any complaints made by the emigrants in respect to the treatment they received during the voyage?—Yes, many.
18. Were those complaints more in reference to immorality than to comfort?—The most important were in reference to immorality.
19. When you say that the surgeons superintendent were unqualified, do you mean that they were deficient in medical skill, or incapable of undertaking so great a charge?—I mean that they were ineligible from want of the necessary acquirements for so important an undertaking ; not that they were deficient in medical knowledge.
20. Were there many instances of misconduct on the part of officers of ships brought under the notice of the Board ; and were the gratuities withheld in consequence?—The gratuities were withheld in three or four instances in consequence of misconduct.
21. Those cases formed matter of inquiry before the Board?—They did.
22. Then the gratuities have failed to produce the effect intended?—Yes, entirely failed, in my opinion ; indeed the gratuity to the surgeon, in most cases, has been his only remuneration ; and it has come to the knowledge of the Board, that the surgeon has even been required to pay 20 *l.* or more, out of that gratuity, as passage money, besides having had to submit to degrading compliances.
23. Do you consider that the gratuities to surgeons and officers have served the purpose of obtaining a better class of emigrants?—They have not.
24. What induces you to suppose that the gratuities have failed in that respect?—The surgeons and officers generally knew nothing of the emigrants before embarkation.
25. Then the gratuities granted have been virtually merely so much added to the amount of bounties?—The gratuities, I think, may be looked upon merely as a bonus to the importers.
26. Have they failed as well in the case of the masters and officers, as in that of the surgeons superintendent?—No ; I think they have succeeded as regards the mates, in making them more attentive to the 'tween-deck duty.

27. Upon

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27. Upon the whole, do you conceive that the arrangements for the general management of the ships, and the health of the passengers, have been inferior to what they were formerly?—The management of the ships, in point of the physical treatment of the emigrants, has been as good as in former years.

28. Will you define to what in particular you attribute the falling off you have mentioned in point of moral observance?—I attribute it to want of tact in the persons appointed to superintend the emigrants, as well as to the want of persons competent to frame the necessary regulations, and to see them carried into effect. The evils to which I refer, may be attributed generally to the want of proper order during the early part of the voyage.

29. You appear to state that there has been an inferior description of persons sent out; might not this have rendered proper arrangements more difficult?—Yes, in consequence of the emigrants being not only of an inferior description, but of a troublesome character also.

30. Have you seen the paper required to be filled up by every person desirous of a passage on bounty?—I have seen and perused a great many.

31. Can you account for the introduction of so large a number of unsuitable persons, in spite of the precautions taken by these certificates?—Some blame may be attributable to the Government agents at the ports of embarkation, whose duty it is to see that the qualifications of the emigrant embarking, judging from personal appearance, correspond with those given to him by his certificate; but where bold and well-concerted deception is practised, the agents cannot detect forgeries unless they have previously entertained suspicion.

32. Are you aware whether any means are adopted to ascertain that the householders who sign the certificates in question, are really the respectable persons they represent themselves to be?—I am not aware that there is any check in this respect, except that of requiring a clergyman or magistrate to certify to the respectability of the parties.

33. Your opinion then is, that these certificates are liable to great abuse, and are insufficient for the purposes intended?—That they are so has been proved, I think, by the many cases of deception discovered by the Board.

34. Are these certificates returned to the parties named in them, or to the affreighter?—To the affreighter, I believe.

35. Would it not tend to prevent alteration in these certificates, if they were transmitted to the colonial government, after being signed by the proper officer?—It would check alteration subsequently to their approval by the Commissioners.

36. Have you reason to believe that alterations have been made?—I have.

37. Do you consider that the instances in which you suspect deception to have been practised, are so numerous as to bear a large proportion to the whole number of immigrants introduced?—A very considerable proportion; I have no hesitation in saying that we have failed to detect a large number.

38. Then in fact, it is not a casual, but a standing defect?—Undoubtedly so, as was proved in evidence taken before the Board in the case of the "Sir Charles Napier."

39. Can you suggest any practical additional means of precaution, by which these abuses might be reduced in number, if not wholly eradicated?—Yes, I think they might be greatly reduced by having local travelling inspectors, whose duty it should be to examine personally the candidates for free passages, and make inquiry respecting their general character.

40. Do you propose that these local inspectors should be appointed by the Government, and held responsible for the efficient discharge of their duty?—Yes, they should be so appointed, and held strictly responsible to the Commissioners of Colonial Lands and Emigration.

41. Can you form an opinion as to the number of active agents which would be required to carry on that inspection, throughout England, Ireland, and Scotland?—Ten active men might be sufficient for England: four would, I think, answer for Ireland; but this the Commissioners would be able to determine more accurately.

42. Are you aware whether that mode of proceeding would answer for Ireland?—Yes; I filled the ship "Magistrate," in which I came out as surgeon superintendent, through the instrumentality of the clergymen, with whom I put myself in communication, and by visiting sundry places, at stated times, notice being previously given of my intent to do so; in this way, and by establishing depôts, I consider emigrants of the most eligible kind, and in sufficient number, could be procured.

43. Are you aware whether the practice of requiring from the emigrant himself a sum of money, independent of the bounty, has been productive of much injury?—Yes, I think it has; and that many objectionable persons have been embarked in consequence of their being able to pay the sums demanded, while unobjectionable persons may have been refused because they could not pay the sums required of them.

44. Does it appear to you that the agent would be more likely to require the sum from a person whose passing the Board here might be doubtful, than from a really useful person?—Certainly; but I am under the impression that many of the agents acted on the opinion that almost any person, of whatsoever age or character, would pass the Board here.

45. The effect of that must be to encourage the introduction of persons not likely to prove useful to the colony?—Yes.

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46. Do you not think, if it were printed in the certificates, as a warning to emigrants, that they were not to pay the additional sum, it would greatly check, if not wholly prevent this practice?—Decidedly.

47. Then you would recommend that such a condition should be printed in the certificates?—I would most strongly.

48. Would you recommend that the sums so taken by the agents at home, should be deducted from the amount of bounties, or that the bounty should be entirely forfeited?—I would recommend that the bounty, in each case satisfactorily proved, should be wholly forfeited.

49. Do you consider the bounty itself, without any addition, taking the average, if fairly fixed at 19*l.*, remunerative?—My opinion is, that the bounty, at the present rate of freight and cost of provisions, is fairly remunerative.

50. Supposing that all the persons introduced had been useful, would you consider the number introduced in 1840 excessive?—No; if those who arrived had been all useful people, they would have been immediately engaged, but numbers of them were burdened with large and helpless families, and ought not to have been allowed to embark.

51. Supposing that the system were acted upon, which would only admit of the introduction of grown-up children, does your observation extend to them, or to young children?—My observation extends to young children; I would not allow any family to emigrate with more than two young children; I mean those requiring the assistance of a mother.

52. What age would you fix for such children?—Their age should not be under four years.

53. You have stated objections to the bounty system; is there any other which you think could be adopted which would ensure a sufficient number of a better description of persons being introduced, and at a less expense?—Yes, and at a less cost, if the ships were fitted out in Government yards, and every person engaged in fitting them out were made answerable as a Government officer. Captains of private ships, more particularly the regular traders, might also be allowed to bring out small numbers.

54. Do you think it would be better for the Government to provision the private ships, or allow the captains to do so?—I would not propose this as a system, but merely as an auxiliary to an established system under the direction of the Government.

55. You have stated the arrangements on board the ships generally to have been satisfactory; there have been different arrangements: what one would you consider the best calculated to ensure morality and order among the emigrants?—That which would keep the young men apart from the women, by means of a latticed partition.

56. Have not the comforts of the emigrants been circumscribed by taking intermediate passengers?—Yes; I object to the admission of intermediate passengers; they detract materially from the comfort of the emigrants, by occupying the best part of the ship, and interrupting the current of air.

57. Can you state how many immigrants have arrived in any one week?—From the 24th to the 30th of January inclusive, 1,239 arrived.

58. The only ground of even so large a number not going off was, that the colonists did not like them?—Their not going off was owing to so large a number arriving at the same time, and some of them being of the character I have mentioned, and encumbered with large families.

59. Has the port of embarkation, or place of selection, operated to introduce an inferior description of persons?—In my opinion it has.

60. Has it been the practice on board the bounty ships to dispose of articles to the emigrants, including fermented and spirituous liquors?—Yes, both provisions and spirituous liquors; it is a practice which has been the source of evil, and ought to be discountenanced on every account.

61. Have any instances been brought under your notice, in which the emigrants have been charged exorbitant prices for those articles, and have so spent the money which would have been serviceable to them on arrival here?—Yes.

62. Is this countenanced by the officers?—It is done, I believe, with the knowledge of the captains.

63. For whose benefit are these articles sold?—For the benefit either of the captain or affreighter.

64. Was the disposal of such liquors with the knowledge or consent of the surgeons superintendent?—I believe not with their sanction.

65. How many cases of quarantine have there been?—Four; three of importance, the "Eleanor," "Ayrshire," and "New York Packet;" the last in particular.

66. Considering the amount of immigration, do you think that a large average?—No; it is less than the average of former years.

67. In the case of the "New York Packet," which you say was one of particular importance, to what cause would you attribute the illness on board that ship?—It was evidently attributable to the want of proper care on the part of the surgeon superintendent.

68. On what account was she placed in quarantine?—On account of small-pox in the first instance; but she was continued in quarantine on account of typhus fever.

69. Was the fever prevalent on board when she arrived?—Yes; but that circumstance was concealed, as was discovered in the course of an examination before the Immigration Board.

70. Was the fever of a severe type?—Yes; fever of a marked typhoid character was discovered

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discovered by the naval surgeon, who was appointed to take charge of the healthy in quarantine.

71. How many deaths were there?—Nine deaths occurred subsequently to her arrival.

72. Was it necessary to place the sick as well as the healthy under care of a surgeon from the shore?—Yes.

73. What was the cause of appointing a surgeon from the shore when there was one on board?—He was appointed in consequence of a petition, signed by the best informed of the immigrants, stating their want of confidence in the surgeon of the ship.

74. Are there any precautions which you would recommend to be taken, on the arrival of immigrant ships, with reference to the health of the immigrants, and their better appearance, which might render them more fitted to enter at once into service?—I think it highly desirable that on arrival the immigrants should be landed on Garden Island, or some other suitable place, to afford them an opportunity of washing their clothes, &c.

75. Is there any similar practice in any other country?—I understand it is done in America, although the voyage there is much shorter than to this colony, and the climate is colder.

76. Would this be attended with any expense?—But very trifling, if any.

NEW  
SOUTH WALES.

Arthur Savage,  
Esq.

26 May 1842.

Friday, 27 May 1842.

Joseph Long Innes, Esq. J. P., Superintendent of Gangs and Assistant Police Magistrate, called in; and Examined.

J. L. Innes,  
Esq. J. P.

27 May 1842.

1. You are a member of the Immigration Board?—Yes.

2. How long have you been a member of that Board?—About two years.

3. Is it your duty, in conjunction with the other members, to examine the immigrants on arrival?—I have taken very little part in this portion of the duties of the Board, on account of personal infirmity.

4. You have been engaged, however, in investigating complaints made by immigrants on arrival?—Yes; I have attended particularly to this branch of my duties.

5. Have there been many cases of complaint during the last 12 months?—About seven.

6. What was the nature of those complaints generally?—Complaints of the conduct of surgeons and of masters, of ill-treatment of immigrants by both, and of immorality on the part of the officers.

7. Did any of the cases you allude to appear to be well founded?—With two exceptions, the "Ayrshire," and, I think, the "Agnes;" and in almost every case, in addition to the immediate cause of complaint, various other irregularities were disclosed in the course of the investigation.

8. Would the latter cases have been undiscovered but for the former ones?—I am of opinion that they would; I am quite certain of it. In the case of the "Marchioness of Bute," irregularities were made known to me subsequently to the departure of the ship, which escaped detection at the time the immigrants were passed.

9. Will you state generally the nature of the irregularities or cases of immorality which were brought under your notice?—Complaints against the captains for ill treating the immigrants, as in the case of the "Carthaginian," which was brought before the supreme court.

10. In what way did the case of the "Carthaginian" transpire?—In the course of an investigation, in consequence of a complaint made by M. A. Bolton, before the Board, three of the members of the Board being magistrates, felt it to be their duty to issue a warrant against the captain and doctor, which was prepared and signed by me; they were thereupon committed to take their trial, admitted to bail, tried before the supreme court, found guilty, and sentenced each to a fine of 50*l.*, and to be imprisoned for six months. The immediate case of ill-treatment for which the captain and surgeon were tried, as proved on the trial, was their having, one night in the month of December, brought M. A. Bolton on deck, about ten o'clock, with six other females; she was then handcuffed with her hands behind her back, and buckets of water were thrown over her by the surgeon and captain, varying in number from two to seven, as stated by the different witnesses. This case, in which a verdict was found against the parties, was not the only case proved against them before the Immigration Board. It was proved to the Board that, some weeks previously to this, in consequence of a trifling dispute about the cleaning of a mess kid, the captain and surgeon had handcuffed the same person, and thrown several buckets of water over her; and had kept her on the poop in her wet clothes so late as 11 o'clock at night, but how much later was not proved.

11. Was there any misconduct on the part of M. A. Bolton, which could lead to such unfeeling treatment?—Not at all; she appears to have been a correct but peevish girl; she was a very moral girl in her conduct.

12. Independently of the sentence passed on the surgeon and captain, did the government take any steps to mark their sense of the impropriety of such conduct?—Yes, their gratuities were withheld.

13. Were there not considerable deductions on the bounties on the immigrants by that ship?—Very considerable; many young women not having been under the protection



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required by the regulations, and many having been proved to have been women on the town, the bounties were disallowed on such, and on a corresponding number of young men.

14. In the course of your inquiries, were there any other improprieties brought under your notice?—Many of the immigrants presented fictitious certificates, and are said in some instances to have paid 6*d.* a signature. This system of fraud has appeared only in the case of a house in Liverpool.

15. How do you think they were able to deceive the agent of the Commissioners, who is obliged to countersign the certificate?—I am sorry to state it, but I can only attribute it to great neglect on his part.

16. Will you state the other subjects of inquiry brought under the notice of the Board?—There were several complaints, both against surgeons and captains.

17. Of what nature?—Immorality.

18. Were there any complaints as to the medical qualifications of the surgeons, or their unsuitableness to exercise the necessary control on board?—In the cases of the "New York Packet" and the "Mathesis," there were very serious complaints against the surgeon for incapacity.

19. In the case of the "New York Packet," the quarantine expenses were not paid?—They were not.

20. What were the reasons for withholding the bounties in the case of the "Mathesis"?—The misconduct of both surgeon and captain, and the insufficiency and bad quality of the provisions; but the reasons will be more clearly seen, as contained in an extract from the Report of the Board, approved by the governor, which, with permission, I will read to the Committee:

"It is our painful duty, therefore, to report that we are not satisfied that the immigrants have been supplied with a sufficiency of wholesome provisions and water, and with reasonably comfortable accommodation; and, we must add, that a want of order, regularity, and decency, appears to us to have existed in this ship, which is, in the highest degree, discreditable to all parties concerned. We cannot, therefore, recommend the payment of any portion of the bounties claimed."

21. Are there any other cases of irregularity than those to which you have already alluded?—The almost universal sale of wine and spirits to the immigrants.

22. For whose benefit?—I am not aware, but certainly with the concurrence of both captain and surgeon.

23. Did it appear that the immigrants had been charged high for such articles?—They were charged 16*s.* per gallon for rum.

24. Could they obtain any quantity they required?—It appears that, in some instances, they could. I have a case before me, which was reported on by the Board, in which a man bought 4*s.* worth on the 23d, 8*s.* worth on the 26th, and 4*s.* worth on the 27th of one month. In this case it appeared that the captain had a sum of money belonging to the immigrant in his hands, from which he took payment. In another case, it was distinctly proved, that an immigrant in the same vessel was allowed to purchase articles, confessed by the master and surgeon to have been unnecessary, even after his money was expended, on depositing his watch in the hands of the chief officer as security.

25. Although these complaints were numerous, yet they formed the exception rather than the rule?—Yes; but I am very much inclined to think that many irregularities occurred which never came to the ears of the Immigration Board.

26. Were these irregularities discovered to have existed in the ships recently arrived, or in those which arrived 12 months previously?—In the ships recently arrived.

27. Then you think there has been a falling off latterly?—Decidedly.

28. To what cause do you attribute these irregularities?—To the gross inattention of the shipping agents at home, whose only aim appears to have been to make as much money as they possibly could out of their bounty orders; to the incapacity of the persons put on board as surgeons; and, I must add, to the culpable neglect of the port agents of the government.

29. If the latter had done their duty in examining the certificates, these irregularities would not have occurred?—There would have been fewer irregularities.

30. Then, according to this system, it would appear that the business is carried on more as a mere mercantile speculation than with any regard to the wants or interests of the colony?—So it appears to me.

31. From your observation, have the immigrants who have arrived during the last 12 months been suited to the wants of the colony?—A large portion of the females have been of a good description, but a large number have been of a description which should never be allowed to embark, as will clearly appear from an extract which I will take the liberty to read from a Report of the Board:

"The manner in which unmarried females are represented to have been shipped, without reference to character or qualifications, by the person to whom Messrs. ——— entrusted the selection of the immigrants imported by them during this season, is so disgraceful, that we should have been inclined to receive the statements made in the course of our inquiries as exaggerations, if not perversions of the truth, but for the affidavit of the witness

J. I. Innes,  
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witness — — —; not that we are surprised to find that but little attention has been paid to character in the selection of females, for, of want of regard to the interests of the public here, in that particular, we have had but too frequent proof; but we could not have supposed that the evil found by us to exist was of so shameless and so base a character. The statements to which we refer will be found in the evidence of — — —, — — —, — — —, and — — —; and from their evidence we consider the following facts to be fully established:

"That the clerk of — — —, agent, has been more than once heard to say, that, so long as he got his number of single women, he did not care if he took them from the streets.

"That the same clerk has encouraged women of the worst character to emigrate under Messrs. — — —'s bounty permissions.

"That the same clerk was in the habit of getting certificates prepared in a manner nearly approaching to forgery. — — — states, upon oath, that the certificate which was produced to us in his favour was filled up by this clerk; that he knew nothing of the signatures attached to the document, and that the signature purporting to be his own was not written by him. — — — states, that 'all individuals had to do was to say that they would go, and this clerk would make it right for them.'

"And we are further of opinion, from the evidence given by — — —, and from similar statements that have been made to us, in other instances, that the same clerk has been in the habit of directing single men, who applied for a passage, to obtain from the streets, or the brothels of — — —, or whence mattered not, the requisite appendage of an unmarried female. It may be well to remark here, that we find a large number of the certificates of character, produced by emigrants embarked at — — —, to be signed by this clerk."

32. Are these observations intended to apply generally to the system, or to the cases which have come under consideration of the Board?—Generally, as regards the parties in Liverpool. The London ships were better managed, and particularly those fitted out by Mr. Marshall.

33. Have you any suggestions to offer, tending to improve the system?—In reply to this question, I feel much diffidence in venturing upon any suggestions; the great length of time I have been absent from Europe, nearly 17 years, and the changes which have taken place during that period have been so important, that I fear I am but ill qualified to offer an opinion as to the best method of conducting emigration; but I may state generally, that the surgeon should, in all cases, be approved of by the Colonial Land and Emigration Commissioners, who would no doubt satisfy themselves, not only as regarded his professional capacity, but also as to his moral character and general capability for so grave a trust. A man may be a good surgeon, and at the same time altogether deficient in the other qualifications for the important duties of the superintendent of an immigrant ship. The surgeon should clearly understand that, as regards authority over the immigrants, he is the first person on board, and that he is the servant of the public, and not of the parties importing the immigrants. He should make himself acquainted, as far as possible, with every particular connected with the immigrants under his charge, so as to be able, on arrival in the colony, to afford the Board every information. I am also of opinion, if the salaries of the local agents of Government at the different ports, as also those of the selecting agents (should such be appointed), were made in some degree dependent on the final passing of the immigrants in the colony, it would have a beneficial effect. The sale of wines and spirits on board immigrant ships cannot be too strongly condemned; and (after due notice being given) I would not hesitate to recommend the bounty being withheld in any ship where it was proved to have been practised.

34. Have the gratuities to the surgeons and officers been attended with a proper selection of officers desirous of securing the comfort and morality of the immigrants?—Certainly not.

35. To what do you attribute this failure?—To the incapacity of the surgeons appointed. Had proper surgeons been appointed, nearly all the irregularities brought under the notice of the Board would have been prevented.

36. Can you state anything to the committee respecting the present demand for labour?—I cannot.

37. Do you think there has been an excess of supply within the last 12 months?—Certainly not.

38. Has the supply tended to reduce the rate of wages?—It has caused a considerable reduction on the rate of wages; it has brought them, so to speak, to a wholesome state.

39. Then a very copious supply of labour was necessary, in order to reduce wages to such a moderate rate as the settlers could afford to pay?—Certainly.

40. The effect of this reduction is, that the immigrants are not so prone to change their employers?—Yes, they are more settled, not having any inducement to hunt for higher wages.

41. Do you know whether there are many immigrants out of employment now?—I do not think there are many.



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42. Are there any so who are of a useful description?—I do not think that any useful man need now be without employment for a single day.

43. Conncted with your observations on the surgeon-superintendent, is it necessary, do you think, that they should be in the interests of the public rather than of the affreighters?—Certainly; they should consider themselves the servants of the public. There have been two instances only in which the surgeons have come forward to expose irregularities.

44. Have there not been written engagements, on the part of the surgeons, to assist the affreighters against the public?—There have.

45. What is the effect of the affreighters requiring from the emigrants a certain sum of money, in addition to the bounty?—A very bad one; the people are left penniless on their arrival here, and become discontented.

46. Has it not also the effect of inducing persons to come out on bounty, who are of a superior class, and likely on arrival here rather to employ labourers than become labourers themselves?—Certainly.

47. Do you consider that the parochial clergy might be beneficially employed in the selection of emigrants?—I am convinced that the agency of the parochial clergy would be the best that could be employed.

48. Do you think that the fines, and the withholding the bounties, in the cases you have spoken of, will have the effect of preventing or checking attempts at imposition in future?—I think there will be greater caution, and more honest dealing, on the part of the ship-pers, in future.

Friday, 27 May 1842.

*Hutchinson Hothersall Browne, Esq., J. P., called in, and Examined.*

*H. H. Browne,*  
Esq. J. P.

1. You are Water Police Magistrate?—I am.

2. You are also a member of the Immigration Board?—Yes.

3. Do you attend, in that capacity, the examinations of the immigrants on arrival?—I do, with few exceptions.

4. How long have you acted in that capacity?—About 20 months.

5. Have the immigrants been generally of a useful class, or has there been any deterioration during that period?—I think that they have not at all improved latterly; a large proportion of those who have arrived within the last eight months have been from the sea-port towns; I think that but a small proportion of those who have arrived during that period have been of a useful class, and few have been such as I should have sent up to my own station.

6. Can you state what the generality of them have been employed in at home?—I have found that several, as many as 60 of those who have arrived during the last few months, had been employed at home about the wharfs and shipping, and have gone to sea again.

7. Would you attribute this falling off to the fact of a greater number of persons embarking in the trade, without the experience necessary to conduct it properly?—I think that the principal cause is the reckless manner in which selections have been made at home. The best ships have come from London; the worst have come principally from Liverpool and Greenock, where no care seems to have been taken in the selection, the object being merely to fill up the ships.

8. Do you conceive then that the business has been conducted as a mere mercantile speculation, having regard to profit only, and without reference to the wants or interests of the colony?—I think it has been altogether a mercantile speculation, carried on with a view to profit only.

9. Have there been many instances of complaint that have formed the subject of investigation before the Immigration Board, and what has been their nature?—Very few cases of complaint were formerly made; most of the investigations which have taken place lately have arisen out of abuses accidentally discovered to the Board; in fact, the people are not willing to complain, even where just causes exist, provided they have been tolerably well treated by the captain and surgeon.

10. Have the arrangements in the ships, with respect to the separation of the married and unmarried females, been such as to insure morality on board?—The ships have been generally good, and well provisioned. The best arrangement for the observance of morality, has been the entire separation of the females from the males; the plan pursued by Mr. Marshall. Intercourse between the crew and the young women has been thus prevented. Neither morality nor decency can be insured on board vessels without partitions.

11. Have there been any complaints with regard to immorality on board the ships?—In most cases, where investigations have taken place, immorality has been found to have existed, though not previously complained of.

12. Have not the ships, on board which immorality has been proved to have existed, formed

27 May 1842.

formed a very small proportion to the whole number that have come out?—A very small proportion; but if we had been aware that abuses prevailed, such as have been discovered during the last eight months, we should probably have discovered more.

13. Then you have been put upon your guard by the discovery of abuses within the last eight months?—Yes; several abuses have come to light during that period.

14. Do you think Marshall's ships have been better conducted than any other?—They have been decidedly superior to any other ships. The only objectionable arrangement in his ships was the blocking up the after part of the between-decks, by berths for intermediate passengers, which prevented the free circulation of air.

15. Have the surgeons-superintendent in general been competent, both as regarded their medical skill, and their fitness to take charge of so large a number of people?—I think they have not generally been proper men; they have not been possessed of the moral qualities requisite for so responsible a situation.

16. Then, in your opinion, it is a matter of vital importance that the surgeons-superintendent should be not only skilful in their profession, but also possessed of the moral power requisite for the proper control of the people committed to their charge?—Certainly.

17. Have the gratuities to the surgeons answered the purposes for which they were granted?—I think not; they have been of benefit only to the importers, as relieving them from the payment of surgeons.

18. Then the only effect of granting the gratuities to surgeons has been to create a virtual addition to the bounties?—Yes; such has been their only effect.

19. In any future system, how would you have the surgeons appointed and remunerated?—I would recommend that their appointment should be subject to the approval of a competent Medical Board at home, and that they should be paid by gratuities.

20. Is it not absolutely necessary that they should be in the interest rather of the Government than of the affreighters?—Most certainly; they should be officers in the interest of the Government, and in no way connected with the affreighters.

21. Then they should hold their appointments from the Government?—Yes, and their gratuities should be subject to the approval of the Board here, to whom they should be bound to communicate all they know of the immigrants.

22. Being as at present appointed, it is the duty of the surgeons rather to withhold information from the Board than to come forward and expose any irregularity which may have taken place?—It has been proved to the Board that such is the case.

23. Have you known instances where young single females have come out without protection, and have been told off to protectors in harbour only, to insure payment of the bounties?—It is my impression that such a practice has been very general.

24. Have not the cases been numerous, in which the bounties have been withheld on young single females who have not come out under proper protection?—A great many bounties have been withheld on that account.

25. Will not this have the effect of checking the practice you have mentioned?—It will have a beneficial effect in checking it in future.

26. Do you think the withholding the bounties will have the effect of inducing the merchants to send out a better description of people; and are you of opinion that the amount paid by the Government for the importation of each immigrant is sufficient to enable the importers to send out such persons only as would be useful to the colony?—I certainly think such should be the effect; and from a calculation I have made, I am of opinion that the business might be conducted with advantage to the importers, with no other payment than that received from the Government, and yet with strict adherence to the regulations. In support of this opinion I will read an original charter-party, between —, a holder of a bounty order, and —, the owners of a suitable vessel for the conveyance of emigrants: "It is this day mutually agreed between Messrs. —, owners of the ship —, to be classed A. 1, at Lloyd's, and Messrs. —, merchants. The said owners agree hereby to lay the vessel on the berth for Sydney, New South Wales, for cargo in the lower hold, and passengers in the 'tween-decks, they undertaking to victual the passengers, and equip the vessel in every respect to the satisfaction of the said —, and the Government emigration agent. The said — engage to procure as many passengers as the 'tween-decks will accommodate according to law, and to provide all who go out under the bounty regulations with certificates, approved of by the Colonial Emigration Commissioners, or their agents, in England; and for others not going under the bounty regulations, to pay the said owners 16*l.* nett for each adult. The said owners agree to address the vessel to Messrs. —, of Sydney, for collection of the bounties, under authority from the colonial government, and to pay them for recovering the same a commission of four per cent. on the amount, together with the usual commission on sales of surplus stores, or freight collected, and on disbursements. The said owners agree to pay Messrs. —, on clearing out at the Custom-house, 20*s.* for every adult bounty passenger put on board as aforesaid, and 10*s.* for each young person under fifteen years of age, and 10 per cent. on cabin passage-money. The owners paying all expenses of advertisements, and the ship being in every respect sent out on owners' account. The vessel to be ready to sail by the 25th of —; the owners to detain the ship two or three days in the River, for the purpose of mustering the passengers, as may be required."



NEW  
SOUTH WALES.

H. H. Browne,  
Esq. J. P.

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27. Is there any other system you would propose by which a better class of immigrants could be obtained at a less expense to the public? If agents at home were appointed by Government to select the Emigrants, and payment of the bounties were made to depend on the approval of the Board here, of each person selected, I think a better class of people might be obtained on cheaper terms.

28. You mean that the selecting agents should be appointed by the Government?—I do.

29. How would you provide for the passage of the emigrants in such case?—If the Government would enter into contracts with shipowners, such as I have read to the Committee, they might charter vessels, and send them out fully as cheap as merchants.

30. Then the selecting agents should obtain the emigrants from the country districts, and not, as at present, from the sea-ports?—Certainly, from the inland counties and agricultural districts.

31. Might not a better selection be obtained through the medium of the parochial clergy?—I think, perhaps, that if the parochial clergy were actively employed in the selection of emigrants, they might be disposed to send persons whom they might wish to get rid of, rather than persons useful to the colony.

32. Has the practice which has obtained of the parish authorities paying a portion of the bounty to the agents been beneficial or otherwise?—I think that any payments to the agents other than the legitimate bounties, tend to the introduction of persons whom the parish authorities, or others, are glad to get rid of, and to prevent the introduction of those of a more suitable description.

33. These are not the parties who would be most beneficial to the colony?—No.

34. Has not the practice of requiring certain sums of money from the emigrants themselves been instrumental in introducing a superior class of persons, who, on arrival here, would be more likely to employ labour, than to engage as labourers themselves?—It has.

35. Have the masters in command of immigrant ships been generally of suitable character?—The Scotch and Liverpool ships have been the worst commanded. The masters have not been at all fitted for the charge of immigrant ships during a long voyage. I think it of great importance that the master of an immigrant ship should be of a superior class, and one who would co-operate with the surgeon. I think also, that the mate should be competent to take charge of the ship, in case of any accident to or illness of the master, which has generally not been the case.

36. Would you say that the ships have been well conducted?—Yes, the generality have been so.

37. Do you think that the gratuities to the master and officers have had the desired effect?—I do.

38. They have rather tended to induce them to be more attentive?—Certainly.

39. If immigration were in the hands of the Government, do you not think it would insure a certain supply of labour arriving in the colony at the seasons when it would be most required, and also insure a better description of people?—Under a government system the supply would be more regular, and the conduct of the ships better.

40. Have you had any reason to believe that the certificates furnished by the parties have been falsified?—A great number have been proved to the Board to be false.

41. Have the Board had direct evidence of that?—I think they have.

42. Do you know what is the course with respect to these certificates, after they are signed by the Government agents?—They are sent, I believe to the bounty agents.

43. Would it not be better if they were sent direct to the local government here?—Certainly.

44. Has the system of selling spirits on board ship to the emigrants been carried to any extent?—I think the sale of spirits and wines has been encouraged, as an addition to the profits of the importers.

45. For whose benefit have the sales been made?—Generally for the benefit either of the master or the owners.

46. Can you give an instance?—Several instances have come under the notice of the Board.

47. Have you any means of knowing what the present demand for labour is?—I have not.

48. Do you think, from your own observation, that there has been an excess of supply during the last 18 months?—I think that there may have been an excess, in so far as that the whole did not find immediate employment, although a demand existed for them in the colony.

49. If they had been of suitable callings they would all have been employed?—Yes.

50. Are there many now out of employment, and are they useful people?—I do not think that there are any useful men now out of employment.

51. Have the rates of wages much diminished?—I have not known shepherds engaged for less than 18*l.*, whilst they are generally engaged at from 20*l.* to 25*l.* with rations.

52. This

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52. This is as much as the colonists can afford to give?—Quite as much.

53. Then but for the very copious supply which arrived within the last 12 months, wages would have been so very exorbitant as to have caused great distress amongst the employers?—Before the supply arrived wages were at an exorbitant rate; I myself had been paying 50*l.* to a shepherd, in order to save my sheep.

54. That must have entailed an absolute loss on you?—I considered it much too high, but had no alternative.

55. The importation of labour has been attended with very great advantage to the colony?—It has been attended with inestimable advantage.

NEW  
SOUTH WALES.

H. H. Browne,  
Esq. J. P.

27 May 1842.

Friday, 27 May 1842.

William Harvie Christie, Esq., J. P., a Member of the Immigration Board; called in, and Examined.

1. How long have you been a member of the Immigration Board?—Since January 1841.

2. In that capacity you visit the immigrant ships, for the purpose of examining the bounty immigrants?—Yes.

3. Have you attended pretty regularly?—Yes.

4. According to your observation, have the immigrants been generally of a useful class?—I think they have deteriorated lately.

5. From what cause?—I think that the importers have been less careful in their selection, in Liverpool particularly; and that a very bad description of people, and many prostitutes, have been shipped in consequence of the employment of a lower description of agents.

6. Have not the cases you allude to been detected by the Immigration Board, and the bounty withheld in consequence?—Very generally, but not in all cases; many escape detection from an indisposition on the part of the immigrants to make complaints.

7. Then, notwithstanding the vigilance of the Board, you think ineligible parties have been passed for bounty without detection?—I think so.

8. Has not the bounty been withheld on a considerable number of young women, who were not brought out under proper protection?—Yes, on a great many.

9. Do you consider these cases as likely to cause stricter adherence to the regulations in future, so as to ensure a better description of people?—Decidedly; but I think the most efficient check would be to appoint naval surgeons to take charge of the immigrants.

10. Have not the gratuities to the surgeons superintendent, established by the regulations, been attended with the good effects anticipated from them?—I think the gratuities have not had the effect of securing a better class of surgeons, and that they have frequently been turned to the profit of the shippers only.

11. Then the gratuities have been virtually merely an addition to the bounties?—All affreighters may not have made this the case, but I am aware that some have done so.

12. Have the gratuities to the officers been attended with better results?—I think that the gratuities to the masters and other officers have had a good effect.

13. Do you think, that under what is called the bounty system, the most useful and moral class of immigrants is likely to be obtained?—I think not, as at present constituted.

14. Is it conducted as a mereantile speculation, so as to afford a profit to the parties engaged in it, without reference to the interests of the colony?—I am of that opinion.

15. Is the result of this, that the emigrants are selected from seaport towns, rather than from the country parts likely to afford the description of people required by the colony?—I think so.

16. Is there any other system that you could propose, by which a better class of immigrants might be obtained at the same cost to the colony?—I think that the appointment of naval surgeons to the emigrant ships, with the power of rejecting ineligible persons, would be attended with a beneficial result to the colony; and I consider that the selecting agents should be persons of established character.

17. How would you, in case the selecting agents were appointed by Government, provide for the passage of the emigrants?—I am not prepared to say that the affreighters should not appoint their own selecting agents; but in every instance the appointment should be confirmed by Government, and the agents should be subject to dismissal on frauds being detected.

18. Do you not think that ships could be obtained for the conveyance of emigrants, upon equally advantageous terms, if chartered by the Government?—I think that ships might be chartered by Government upon as advantageous terms, but individual enterprise has effected much towards inducing emigration.

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19. Have

W. H. Christie,  
Esq. J. P.



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SOUTH WALES.

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19. Have there been many cases of complaint investigated by the Immigration Board?  
—Yes, several.
20. Of what nature?—Chiefly immorality and want of order.
21. Have those investigations led to the stoppage of the bounties or gratuities?—The gratuities have been refused to the surgeons and officers, and bounties have been stopped, according to the specific case.
22. Do the cases you allude to, form rather the exception than the rule?—In almost every investigation, the complaints brought forward have been substantiated, and I have very little doubt that there have been many cases of complaint that have never come under the notice of the Board.
23. Does the proportion of bad ships increase?—Decidedly so.
24. Do you think it essential that the surgeons superintendent should be in the interest of the public, and not in that of the affreighter?—The surgeon should be in the interest of the public; at present it is his interest to pass and admit every person, whether eligible or not.
25. Are you enabled to state the present demand for labour?—I am not; but, having been lately up the country, I am enabled to say, that though wages are reduced, there is still a demand for labour.
26. Have wages been reduced below an adequate remuneration to the immigrant?—No; wages are still remunerative, being from 16*l.* to 18*l.* per annum.
27. Unless a copious supply of immigrants had been obtained during the last 12 months, would much inconvenience have been experienced by the colonists in obtaining labour at a price which they could afford to pay for it?—Yes, the very greatest inconvenience. The flockholders would have been obliged to destroy their lambs, and the harvest could not have been got in.
28. Are you aware whether there are many immigrants at present unemployed?—I believe not many.
29. Are there any useful people remaining unemployed?—I think that every useful man in the country can now find employment at remunerating wages.

Wednesday, 8 June 1842.

*William Augustus Miles*, Esq., J. P., Superintendent of Police, called in; and Examined.

W. A. Miles,  
Esq. J. P.

1. You are a member of the Immigration Board?—I am.
2. How long have you been so?—Since September last.
3. In your capacity of superintendent of police, have you become acquainted with the general condition of the working classes, in the town of Sydney?—During the short time I have been in the colony, I have endeavoured as much as my duties would allow me, to obtain a knowledge of the working classes.
4. Will you have the goodness to afford the Committee such information as you possess as to the existing demand for labour in the town?—At present the demand for labour is not so brisk as it has been, owing, not so much to the imported masses of people, as to recent monetary depression. By a return of wages from 1830 to the present period, which, together with a return of the prices of rent, provisions, and clothing, during the same period I will read to the committee, I find that since 1839 the aggregate of wages paid to 21 different classes of working tradespeople has not decreased. In some few trades there has been a steady increase; in others, a slight depression; but in all, a great increase since 1830. The depression is among those classes requiring little skill in the trade or calling, and to which those of lazy dispositions, or who are fit for nothing else, may occasionally turn to seek employment, in order to meet the wants of the day; such as lumpers, day labourers, sawyers, plasterers, and common bricklayers. The wages of these classes will be subject to fluctuations, but there are some which will not be so easily disturbed in the rates of wages.

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RETURN of WEEKLY WAGES or WEEKLY EARNINGS, without Board and Lodging (unless otherwise expressed), of various Trades or Callings in Sydney, in the Years 1830, 1833, 1836, 1839, 1840, 1841, and 1842, together with Remarks on various of the Trades.

Years.	TRADES OR CALLINGS.																			
	Bakers, with board, &c.	Bootmakers.	Bricklayers.	Brickmakers.	Butchers, with board, &c.	Cabinetmakers.	Carpenters.	Coopers.	Gardeners (labouring).	Labourers.	Millers.	Millwrights.	Plasterers.	Quarrymen.	Saddlers.	Sawyers.	Shoemakers.	Stonemasons.	Tailors.	Tinsmiths.
	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
1830	- 15	2 -	1 10	1 7	- 15	- -	1 19	2 4	1 4	- 18	1 15	2 2	1 19	1 10	1 5	3 -	1 10	2 -	2 -	1 13
1833	- 15	2 -	1 19	1 7	- 18	2 2	1 19	2 8	1 8	18 -	1 15	2 2	1 19	1 10	1 5	3 -	1 10	2 -	2 -	1 13
1836	1 -	2 5	2 2	2 -	- 18	2 -	1 19	2 8	1 8	1 1	1 15	2 5	1 19	1 10	1 10	3 -	1 10	2 5	2 5	1 16
1839	1 5	2 5	2 2	2 13	- 18	2 2	1 19	2 2	1 8	1 4	2 -	2 8	1 19	1 16	2 -	6 5	1 10	2 8	2 5	2 -
1840	1 5	2 10	2 2	3 6	1 -	2 5	2 5	2 2	1 8	1 10	2 -	2 14	2 11	1 19	1 5	6 5	1 15	2 14	2 8	2 2
1841	1 5	2 10	2 11	3 6	1 5	2 2	2 11	2 8	1 8	1 10	2 -	2 14	2 11	2 2	1 5	4 15	1 15	2 14	2 10	2 -
1842	1 10	2 10	2 8	3 -	1 5	2 2	2 5	2 8	1 2	1 4	2 -	2 14	2 8	2 2	1 5	3 10	1 15	2 14	2 10	1 15

Sydney, 8 June 1842.

William Augustus Miles, J. P.,  
Superintendent of Police.

## REMARKS CONCERNING VARIOUS TRADES.

REMARKS.	INFORMANT.
<i>Bakers.</i> —Plenty of inferior men; good hands can always get employment.	Mr. Smith, Hunter-street.
<i>Boot and Shoemakers.</i> —Every man is employed; wages more likely to rise than fall.	Mr. Hamilton, Hunter-street.
<i>Bricklayers, Carpenters, and Plasterers.</i> —Many out of work since commencement of last year, but not likely to continue so long.	Mr. Cowlshaw.
<i>Butchers.</i> —Plenty of employment - - - -	Mr. Charles Smith.
<i>Cabinetmakers.</i> —Employment has been difficult to obtain since December 1841.	Mr. Hunt, Jamison-street.
<i>Carpenters.</i> —See Bricklayers.	—
<i>Coopers.</i> —Trade dull, and some hands out of employment.	Mr. John Hall, Cooper.
<i>Gardeners.</i> —Since 1840 informant has numerous applications for employment; sometimes six or seven of a week.	Mr. Bird, Market-street.
<i>Millers.</i> —Only a few out of employment; some labourers get employed as millers, and undersell the more experienced workmen.	Mr. Blair, Sussex-street.
<i>Millwrights.</i> —It is said that increase of hands and decrease of trade render employment scarce.	Mr. Struth, engineer.
<i>Plasterers.</i> —See Bricklayers.	—
<i>Quarrymen.</i> —Immigrants get work for a short time in a quarry, then engage themselves as quarrymen; trade dull, said to be overstocked with labour.	Mr. John Harris.
	<i>Saddlers.</i> —



NEW SOUTH WALES.

REMARKS.	INFORMANT.
<i>Saddlers.</i> —Overstocked with labour, in consequence of English goods; several good working men have gone into service.	- - Mr. Giblett, Mr. Cooper, and Mr. Griffiths.
<i>Shoemakers.</i> —See Bootmakers.	—
<i>Tailors.</i> —In consequence of the depression of the times many journeymen are out of work.	Mr. John Coyle, George-street.
<i>Tinsmiths.</i> —Trade improving fast; dull however since 1840; if it continue favourable for two months all hands will be employed.	Mr. F. Robinson, George-street.

Sydney, 8 June 1842.

William Augustus Miles, J. P.,  
Superintendent of Police.

RETURN of the Prices of RENT, PROVISIONS, and CLOTHING, in the Years 1830, 1833, 1836, 1839, 1840, 1841 and 1842.

YEARS.	RENT.		PROVISIONS.								
	Two Rooms per Week.		Wheat per Bushel.	Fine Flour per lb.	Second Flour per lb.	Ration Flour per lb.	Beef and Mutton per lb.	Tea per lb.	Sugar per lb.	Tobacco per lb.	Soap per lb.
	s.	d.	£. s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1830 - -	4	-	- 10 -	- 5	- 4½	- 4	- 1½	2 6	- 3½	3 3	- 4½
1833 - -	4	-	- 6 -	- 4	- 3½	- 3	- 1½	2 6	- 3½	3 3	- 4½
1836 - -	5	-	1 4 -	- 2	- 1½	- 1	- 1½	2 6	- 3½	3 3	- 4½
1839 - -	6	-	2 10 -	- 3	- 2½	- 2	- 3	2 6	- 3½	3 3	- 4½
1840 - -	7	-	- 6 6	- 3	- 2½	- 2	- 4½	2 6	- 3½	3 3	- 4½
1841 - -	8	-	- 5 6	- 2½	- 2	- 1½	- 4½	2 6	- 3½	3 3	- 4½
1842 - -	10	-	- 5 6	- 2½	- 2	- 1½	- 3½	2 6	- 3½	3 3	- 4½

YEARS.	CLOTHING.							
	Fustian Jackets.	Fustian Trowsers.	Shepherds' Coats.	Shirts per dozen.	Lace Boots per pair.	Thick Shoes per pair.	Blankets per pair.	Sheeting per yard.
	s. d.	s. d.	£. s. d.	£. s. d.	s. d.	s. d.	£. s. d.	s. d.
1830 - -	9 -	9 -	1 10 -	1 16 -	12 -	8 -	1 - -	1 1
1833 - -	9 -	9 -	1 10 -	1 16 -	12 -	8 -	1 - -	1 1
1836 - -	8 -	8 -	1 8 -	1 16 -	12 -	8 -	1 - -	1 1
1839 - -	7 6	7 6	1 6 -	1 16 -	11 -	8 -	- 19 -	- 11
1840 - -	7 6	7 6	1 4 -	1 4 -	10 -	8 -	- 19 -	- 9
1841 - -	7 -	7 -	1 - -	- 18 -	9 -	7 -	- 18 -	- 8
1842 - -	7 -	7 -	- 18 -	- 18 -	8 -	7 -	- 16 -	- 7

Sydney, 8 June 1842.

William Augustus Miles, J. P.,  
Superintendent of Police.

NEW  
SOUTH WALES.W. A. Miles,  
Esq., J. P.

8 June 1842.

5. What description of labourers do you allude to as being less likely to be disturbed?—I allude to those men whose trade requires a greater degree of skill, and who, by reason of a higher rate of wages, can be esteemed among the employers of labour as good and respectable men, such as coopers, millwrights, tailors, shoemakers or stonemasons, who all earn respectable wages. I might include saddlers, but many of these working tradespeople are out of employment, not on account of an excess of labour, but on account of an excess of imported saddlery from England. The returns, which I have read to the Committee, will show the relative conditions of wages, and the demand for labour in many of the trades.

6. Do you not think that the decrease you have mentioned in the rates of wages is to be attributed, in a great degree, to the indisposition of parties to leave the town?—In many cases it is so. I have now, under my surveillance, upwards of 400 immigrants who employ themselves in the town; many as labourers, &c. These people live in small houses, renting small rooms, adopting, in this hot country, the Irish plan of herding together; so common, and which I have frequently witnessed in the low crowded cities of Liverpool, Manchester, Bristol and London. There a man hires a room, which he sub-lets to different families, till he contrives to live rent free.

7. Do you mean to say that this custom is confined to the Irish people here?—Perhaps not confined exclusively to the Irish people here. My inspectors have given me some returns relative to immigrants, which I beg to hand in. [*Put in.*]

8. The returns which you have handed in, and which purport to be from the different inspectors of police in the town of Sydney, show that there is an increase of more than 400 immigrants lingering in this district within the last nine months; do you mean that any greater number are out of employment here than might be expected, or than is usual in places having an equal population?—Certainly not.

9. Have you means of knowing whether those who are disengaged are such as would be likely to prove useful if taken into service?—Yes, if they are not too lazy. Some immigrants prefer to remain in Sydney, either on account of being near their relatives, whom they came out to join, or else on account of their lazy disposition, preferring chance employment to the harder labours of the bush; they are the dregs, the sediment of importation. Two men, one married to the sister of the other, arrived in the ship *Palestine*; they went into service for a month, but left, saying to a fellow servant, that they never intended to do any work, as they could do very well by conjuring; and these people are now performing feats of “hocus pocus.” I have observed with regret, that many able-bodied men prefer the lazy occupations of selling fruit, or hawking about the streets; and as I consider their labour could be better employed both to themselves and the colony, I have desired the constabulary not to allow them to put their baskets on the pavement, and I intend to enforce the penalty for hawking without a license.

10. Do you think that the number of useless and unemployed persons of the labouring class in Sydney exceeds that of any other places?—Certainly not; it would be difficult to find a spot where greater acuteness and energy prevail than in Sydney.

11. Then you do not think that there is any marked excess beyond what might be expected?—I do not.

12. Do you infer from the returns furnished by the inspectors of your force that there is an excess of labour in the market?—Decidedly not; there is no excess, but merely a balance in the supply and demand in Sydney; I am led to conclude that labour must be less in demand than heretofore, because I find robberies are increasing; as it becomes difficult to obtain the same amount of money which has been hitherto easily obtained, so in proportion will crime increase. As long as wages were high it was a man's interest to be honest, though he may have heretofore been a thief; deprive him of this inducement, by a reduction of wages, so that he cannot honestly indulge in any of his propensities, and it is more than probable that he will thieve again to make up the deficiency of wages. This is now partly the case in Sydney.

13. By what class of persons do you think these robberies are committed?—They are frequently committed or planned by men, who, though now free, have been convicts, or by assigned servants, but more especially by men who have returned from Norfolk Island or other penal settlements; these men are lost and debased by the severest punishment, as well as corrupted by the foulest contamination; there is a sad fellowship of crime and a recklessness in their character. There are a few exceptions, but, in general, those men who have been to Norfolk Island are the blots of the population. With regard to the convict admixture with the immigrants, I cannot too strongly advert to the injury caused by contamination. It may be said that the convict population is decaying, but the germs of crime are deeply implanted. The result of the intercourse of convicts with immigrants is to render them cautious, insolent and suspicious, if not worse.

14. With reference to the last question, the Committee observe that the inspectors, in their Reports, state they are not aware that there is any increase of thieving; can you explain this?—The Report only relates to recent immigrants.

15.—Are the persons you allude to as the planners of robberies, the prisoners who have been sent up from Norfolk Island under the provisions of the Commutation Act?—I am endeavouring to ascertain this point, but at present I cannot give a definitive answer. I do not believe we have any men from Norfolk Island who have been under the new discipline of Captain Maconochie.

16. Does it appear from this circumstance that the effect of immigration has been to throw out of employment persons of bad habits and character?—It has; and the “old hands,” as they are termed, cordially hate the immigrants on that account.

17. As, then, the number of immigrants unemployed has not exceeded what you consider the ordinary average among the labouring classes, and as they are generally well conducted persons, does your experience lead you to conclude, either that immigration has been excessive,



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sive, or that there has been a preponderating number of immigrants of bad character?—I do not consider immigration to have been excessive, nor do I consider the character of the people to have been preponderatingly bad, although they appeared to lack the energy and aptitude so requisite for this colony. I have noticed a great stupidity in many of the immigrants, and some of them I consider to be as bad as any convict; the females have been badly selected, and picked up at random, I should say, to make the required number; it has, however, been a matter of astonishment to me to observe how rapidly labour has been absorbed.

18. Have you had means, as a member of the Immigration Board, of ascertaining whether the immigrants generally come fairly within the descriptions required by the regulations?—I have not; nor indeed have I turned my attention to the subject; my attention and my efforts have been to ascertain the demand for labour and prices of wages in the districts, so that the immigrant may be informed on landing what are the wages, and in what district he can find a market for his industry. I have prepared, and beg to hand in, a series of tables from information afforded me by various magistrates; and although in a few cases the detail may not be so minute as it is desirable it should be, yet as a mass, I think it may prove a useful document. There are many persons of respectable connexions at home, driven to great distress in Sydney at this time; men who have exhausted the few score of pounds they may have brought to this “El Dorado,” and who are fit for nothing except a clerkship. I have had repeated applications from such persons to be admitted in the police. [*Tables put in.*]

19. Taking the town of Sydney generally, do you think it can be fairly said that there is a want of employment?—Labourers’ wages have decreased; and as I before observed, I think the supply and demand in the labour market are nearly balanced in the town of Sydney.

20. Have you held any appointments in England, which have enabled you to become acquainted with the labouring classes?—I have. I was one of the Assistant Commissioners of Inquiry on the Poor Law, on the Rural Police, on the Hand-loom Weavers, and I was a Commissioner of Public Charities; in all of which my inquiries were directed to the condition of the working classes.

21. Did you receive the impression, so far as you had been brought into contact with the labouring classes, that the means of occupation were generally sufficient for the support of the population?—In the agricultural districts in England, I do not consider labour to be redundant in a degree to meet the wants of this colony. In the manufacturing districts, where the services of the artisan are displaced by the introduction of machinery, there is great privation and distress; and these persons, by changing their occupations, would be useful in the colony.

22. Your opinion then is, generally speaking, that agricultural labourers are earning sufficient wages, and therefore feel a repugnance to emigrate?—Generally speaking, the agricultural labourer earns such wages that he is not induced to overcome the repugnance to emigrate; he is a steady settled character, and would rather linger in his native parish than seek the adventure of a distant colony. The class of persons likely to come out in numbers are the hand-loom weavers. In my Report to the House of Commons upon the subject of emigration, as a means of relief to the hand-loom weavers, I state, p. 527—

“There is a great desire for emigration at this time (1839) among the working classes in Gloucestershire; but unfortunately for the weavers they are not a class of persons in request; yet there are many of them fully capable of following rural occupations, and would prove useful members in a colony.”

The opinion I entertained in England has been confirmed by my residence here; and I quote a letter, which I published in my Report to the House of Commons, from a weaver who had emigrated here. He dates from Parramatta, June 1838, and writes to the clergyman of his parish of Kingswood,—

“I have 40*l.* a year, with house, food and firing. Provisions are much cheaper than at home; clothing somewhat dearer. The privileges held out to immigrants are extremely good. We were free the moment we landed, and were provided with a comfortable house and victuals at no expense, until we got situations; but the greatest number were engaged the first day. A mechanic can earn from 35*s.* to 50*s.* a week; a labouring man gets 25*s.* a week. If any persons are desirous of emigrating to New South Wales, I would recommend them to come out immediately, for with industry people can do extremely well, and maintain their families respectably. They will find employment directly, and good wages for their labour; they will soon be masters of many pounds; and if we choose to return to England, we can save money enough in two years to pay our passage back.”

The Rev. W. Cockin, of Hampton, county Gloucester, in reference to the condition of the weaver, states—

“The distress of the entire district is beyond the conception of any one who has not witnessed it. It was not mere want, but actual starvation, that was endured last winter (1838).”

I inquired into the condition of 250 weavers’ families, and found the average to be about five in each family, and that their entire earnings amounted to 10*s.* a week, out of which they had to pay—

	s.	d.
Rent - - - - -	1	8 <sup>3</sup> / <sub>4</sub>
Rates - - - - -	-	1 <sup>1</sup> / <sub>2</sub>
Fuel, soap and candles - - - - -	1	7 <sup>1</sup> / <sub>2</sub>

Leaving only 6*s.* 6 <sup>1</sup>/<sub>4</sub> *d.* a week to feed and clothe the family of five persons.

23. The

23. The weavers would make good shepherds, but would they, accustomed as they have been to the atmosphere of towns, be willing to go into the interior?—Yes, and very glad of the change; I consider that they would make excellent shepherds. The occupation of a weaver at his loom is silent and sedentary, and the loneliness of the bush would be less irksome to him than it would be to many other callings. The weavers in Yorkshire, and at Bisley, and Chalford in Gloucestershire, have been employed weaving a peculiar cloth for the China market, called “stripe cloth,” and by the introduction of these labourers, this colony may ultimately become exporters of cloth to China. I beg leave to quote from my Report a few remarks upon the general character of the hand-loom weavers:—

“Relative to the general habits of the weavers, as to diligence, providence, frugality, honesty, and temperance, they rank in common with their fellow workmen. Low wages tend to destroy the energy requisite for active diligence; the earnings of the out-door weaver are too low to afford a surplus for provident savings, therefore, frugality and temperance are the results of necessity. It might be presumed, that persons in so low a condition would sink into a low moral state; the weavers, however, are not a class addicted to daring crime or hardened theft; their pilferings are confined to vegetables, or to obtain a little wood for firing, and to minor offences, emanating from extreme distress; they commit no offences in order to obtain the means of riot or debauchery, and in many cases, hunger is the sole and only cause.”

In further reference to the weavers, I found, that in the prison at Horsley, 782 persons had been confined in the term of two years, and that only 27 of that number had been weavers, 11 of whom had deserted their families through distress, six for assault, and four only for stealing; the rest for vagrancy and minor offences.

24. What means do you conceive it would be proper to employ, to encourage the emigration, from England, of a proper class of persons?—By communicating with the Poor Law Commissioners, who would, I am sure, afford every facility in promoting the emigration of a useful class of persons.

25. Would that be the only means you would recommend?—I should especially recommend a careful selection of the emigrants, by an agent to be named by the local government, but paid for his services by the colony; he should be a person known to the colonists, and have a thorough knowledge of the working classes, both here and at home.

26. Might not the applying to the Poor Law Commissioners expose the colony to the danger of obtaining the services of only the least effective, whom it might be thought desirable in England to get rid of?—The appointment of an agent, as I have suggested, would partly prevent this; some check would be absolutely essential, or the colony would be made a poor-house for England.

27. Would you propose that the agent so appointed should have a positive veto upon those persons who might be proposed?—Most decidedly; otherwise his appointment would be stultified and nugatory.

28. Is it to be expected that an individual holding an appointment on these terms would be of sufficient standing, or possess sufficient firmness, to oppose such influence as might be used to get inefficient persons sent out?—That depends upon two things—the man you choose, and the salary he receives.

29. Do you suppose, then, that any one individual holding such an office could undertake to execute those powers to the full extent necessary for the whole emigration required, supposing it to amount to 10,000 persons per annum?—A man might inspect and pass 50 persons per diem, and he would have 19 weeks out of the year for other purposes, such as travelling, &c.

30. Are you aware that the Land and Emigration Commissioners have already agents employed whose duty it is to inspect the intending emigrants?—Yes; at the ports, I believe.

31. You appear to be acquainted with the county of Gloucester; have you perused the Return now before the Committee, which sets forth the number of persons who emigrated from that county?—I have; and the number is rather more than 200.

32. Do you consider this the fair number that might have been expected, if due diligence had been used?—Probably it is; but if machinery has been more introduced since I held my commission, there will be an unemployed population.

33. Have you a general acquaintance with the inland counties of England?—Yes, I know a little of Cambridge.

34. You are acquainted with Cambridge, you say?—I am.

35. It appears from the Return that the number from Cambridge was 23; do you think that a fair number?—I do, and for this reason—the population are all employed, and at fair wages, in cultivating low land which has been recently drained.

36. Do you conceive, then, there is disposition to emigrate from Cambridge?—There might be from towns and districts of the higher land of that county; but I should doubt it.

37. Are there any other counties in England from which you think it more practicable to obtain labour than Cambridge?—Yes, from Lancashire, Warwickshire, and from Yorkshire.

38. Your expectations then, it would appear, are principally fixed on the manufacturing districts?—Yes, because I think in those districts you will find a greater redundancy of population; and if it be objected that they have lived in towns, necessity will force them to a change of habit and occupation.

39. What degree of assistance do you think it possible to obtain from the Poor Law Commissioners, in aid of emigration?—For information, every assistance; for monetary assistance, I cannot say; but I remember having proposed some time ago in England, that the parishes should pay a portion of emigration charges; and now that I touch upon that point, I should wish to observe, that as all aid from the Boards of Guardians is lent, and recoverable when



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the man gets work, (it is a fundamental principle of the new Poor Law,) so I think that the emigrant who comes out here should repay or refund a portion of his passage out of wages; there may be some serious difficulties in the way, but I am anxious to make the suggestion.

40. Are you not aware, that although there be no marked superabundance of labour in the agricultural districts, yet it often is the case, that the wages of the labouring classes are barely sufficient for mere subsistence?—I am aware of it, but an agricultural labourer is almost as a serf upon the soil, and is loth to leave his home. I find that the labourer, in the time of Edward III., could obtain in exchange for his labour, just or nearly the same quantity of wheat as he can in the present day; and this is a class whose wages I find to have always been just sufficient, or little more than a mere subsistence.

41. Do you not think that many persons, whose means are so limited, might be induced to better their condition by emigrating to this colony?—I do not think the landed interest could spare the labour in large quantities; if restrictions as to age could be much extended, parents might come over with good sized children, and I think it would be advisable to offer inducements for transplanting the young shoots.

42. Do you consider that much advantage would arise from communication being opened with the parochial clergy in England, with a view to obtain a desirable class of emigrants?—I think the best persons would be the guardians of the parishes, assuming a check in the shape of an agent for the colony; the clergymen could render great assistance, and the agent should be in communication with them; I always applied to the clergy during my official investigations.

43. Do you not think that the influence of the clergy, among the young people who would wish to marry, and cannot do so at home, might be useful?—I do.

44. Does not the reluctance of the peasantry to emigrate arise from their ignorance of this country, and some apprehension that they may be deceived by false representations?—The geographical knowledge of the English peasant seldom extends beyond his parish.

45. Have you any acquaintance with Scotland or Ireland?—I have not; but from information afforded me by my brother Commissioners, I think a large supply of labour might be had from the manufacturing towns of Scotland, Paisley and others; and I may also add, from Yorkshire.

46. Do you think a suitable class of persons could be obtained from the weavers of Manchester?—I think they might make good shepherds.

47. Do you think, generally speaking, that they would be persons of good character, and such as it would be desirable to introduce into the colony?—I do; because the poor weavers are a depressed and harmless set of men; I have seen them much emaciated.

48. Are they emaciated from distress or dissipation?—Some few perhaps from dissipation, but mostly from distress and confinement in small unhealthy rooms at their sedentary occupations; nevertheless, I think it a place from which much labour might be procured.

49. Might not their addiction to combination render them undesirable as emigrants?—All trades are given to combination, and in Sydney there is a great tendency to it; I am aware that combinations in Sydney have, since my arrival, subscribed to send newly-arrived immigrants to New Zealand, in order to keep up wages. I am also of opinion, that state-ments emanate from these societies injurious to immigration.

50. Have you any documents which you would put in, and which you think would be serviceable?—I have compiled Returns in a tabular form, which relate to the state of labour, wages, food and clothing in Sydney, and throughout the colony, and which I have already read to the Committee and laid upon the table; and I will now also hand in answers from the police magistrates of different districts, relative to labour. [*Put in.*]

51. As a member of the Immigration Board, can you offer any suggestion for the improvement of the present system of immigration—as to the selection of the immigrants, the conduct of the ships, or the appointment of the officers taking charge of them?—When I became a member of the Immigration Board, I suggested to Mr. Merewether the expediency of communicating throughout the districts, relative to the prices of provisions and clothing, as well as rates of wages, and the prospective demand for labour, in order that the newly-arrived immigrant might be furnished with the most accurate knowledge of the rates of wages, and where labour was in demand. I was induced to make this recommendation, because I saw that many immigrants had left England in expectation of much higher wages than the colony could afford, and that for want of authentic information, they were loth to accept fair and reasonable tenders of engagement. To obviate this, I circulated, under sanction of his Excellency, a series of inquiries, from which I compiled the Returns and the remarks handed in; and although these tables may be useful, they are not so valuable as I could wish, owing to the desultory manner in which some of the information has been afforded me. I should further suggest, that the appointed agent should select due and fit persons to act as superintendents and surgeons of the ships; men of experience and of character, who have already acted in similar situations, might be selected. Surgeons of the navy might be found well fitted for the duties. I am induced to make these suggestions in consequence of my knowledge, that improper persons have come out in authority on board of emigrant ships; in one case, a notorious housebreaker and bank robber came here as a surgeon. Some of the surgeons, who have come out in immigrant ships, have been left destitute, and committed suicide; others have gone home as ship stewards. It is, therefore, desirable that respectable and responsible persons should be appointed to the important task of attending immigrants to the colony.

Thursday,

## PAPERS RELATING TO EMIGRATION.

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Thursday, 9 June 1842.

*Thomas Icely, Esq., called in, and Examined.**Thomas Icely,  
Esq.*

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1. You are a proprietor of land and stock in the district of Bathurst?—I am.
2. Do you also hold stations beyond the boundaries?—I do.
3. Do you employ labour to a considerable extent?—I do; I employ from 100 to 120 working men, of whom about two-thirds are free; the others are bond; part of the latter are assigned to myself; and part to my partner, and the remainder have been transferred to me with estates which I have purchased from persons who had convicts assigned to them.
4. Have you had any difficulty in obtaining free labour lately, and at a reduced rate of wages?—I have not.
5. Will you state the average rate of wages you are now giving?—To shepherds I am now giving from 18*l.* to 20*l.* per annum.
6. What do you think is the average cost to you of each free man's rations?—I generally give a ration and a half between a man and his wife, the cost of which I would state to be about 6*s.* per week.
7. You have been absent from the colony; will you state for what period?—From the beginning of 1840 to the commencement of 1842.
8. Did you observe that any great difference had taken place in the circumstances of the colony between the periods of your departure and return?—A marked difference.
9. Will you state in what respect?—About the time of my departure from the colony, the demand for labour was much greater than the supply; and shepherds' wages were at least 50 per cent. higher than they are at present; indeed the difficulty of obtaining shepherds on any terms was very great.
10. Were your profits as great when you paid the higher rate of wages you have spoken of, as they now are on the lower rate?—They were then remunerative, whilst there are not any profits at all now, even at the present lower rate of wages, in consequence of the absence of all demand for surplus stock.
11. You say your profits were remunerative when you left the colony; do you mean that at that time you could effect sales for actual cash, or did you give credit?—Sales could then be effected for actual money.
12. By what description of persons were purchases then generally made?—By settlers who had realised money, and also by persons who had embarked in the business of supplying the South Australian and other markets, which latter outlets for our surplus stock no longer exist.
13. Does the clip of wool pay the annual expenses incident on the management of the sheep?—Yes, it does.
14. If there were a ready market for the surplus stock, would sheep farming be profitable now?—It would.
15. From your long residence in the colony and extended experience, do you not think that in the present condition of the colony, considering the cheapness of land and the low price of stock, there is a very great inducement to capitalists to come here?—I do not consider the present minimum price of land cheap; but from the very low and easy rate at which stock can now be obtained, no time could be better for capitalists to arrive.
16. What then, in your opinion, is the reason that capitalists do not come, when they might so profitably invest their money?—This colony suffers greatly by the reports which are circulated at home of the distressed state of our money market, which induces a want of confidence on the part of the English capitalists, who will not emigrate hither in the present doubtful circumstances of the colony. Indeed I find that little, if any, of the money already in the colony is invested in the purchase of either land or stock.
17. Can you state any other circumstances which, in your opinion, have operated to prevent capitalists from coming to the colony?—Yes; I think the raising the minimum price of land has had that effect, as no person can profitably farm sheep on land purchased at the present price.
18. Would the reduction of the minimum price of land to its old standard, of 5*s.* per acre, have the effect of inducing capitalists to come to the colony?—I have no doubt it would.
19. Will you have the goodness to state what you consider to have been the effect of raising the minimum price of land from 5*s.* to 12*s.* an acre upon the land fund and the general interests of the colony?—I consider it has had the effect of totally annihilating the land fund, in consequence of its having prevented the capitalist from investing his capital in the purchase of land, and thereby deprived the settler of all opportunity of effecting sales of his surplus stock, and thus put it out of his power to purchase fresh land from Government; I was consulted by several capitalists when in England, who were desirous of embarking in the purchase of stock and land in this country, as to their prospects of profit if they purchased at the increased price of land, and my Report confirming the opinions they had themselves previously entertained, they were deterred from doing so; whereas, if the minimum price had been lower, they would have had no doubts on the subject; I feel satisfied that it has had the effect, not only in these cases, but generally, of preventing capitalists from emigrating.
20. Have you ever turned your attention to, and can you state what, in your own mind, should be fixed as the minimum price of land of fair average quality in this colony, so as to make the purchase of it profitable for grazing purposes?—I should say that 2*s.* 6*d.* per acre



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acre would be quite as much as the sheep farmer could afford to give for land, if he were confined to his purchased land; but I am of opinion that land of a better description would always find ready sale at a price proportioned to its quality.

21. How many acres of land does it take on an average to support one sheep?—About three acres.

22. Do you mean selected land, or land of average quality?—Land of average quality.

23. You are an extensive holder of purchased land?—I am; I hold upwards of 40,000 acres of purchased land.

24. Will you state what effect the change in the minimum price of land has had on the value of your own property?—Its effect has been to depreciate it so much in value, that it does not now pay expenses.

25. You have spoken of the diminished means of the settlers to purchase land; do you not think that labour being more expensive now than it was five years ago, is the chief cause of this decrease of means?—It has undoubtedly had some tendency to decrease the settlers' means.

26. You have stated your opinion, that the increase of the minimum price of land has prevented capital from being brought out to the colony; do you not think that if a loan had been effected for immigration purposes, at the time such a measure was recommended by the committee, it would have had the effect of retaining in the colony all the money that has since been expended in the importation of labourers, and of furnishing the colonists at the same time with an abundant supply of labour, and thus have enabled them to pay the higher price since demanded for land?—I certainly think that one of the causes of the present depression of the monetary affairs of the colony has been the immense sums sent out of the country for the introduction of labour; and I am satisfied that had a loan been effected, much of the evil would have been prevented; if we could sell our surplus stock, as in former years, we should continue to purchase land, if it was to be obtained at a remunerative price, beyond which no prudent man will embark his capital, either in land or any other commodity.

27. But are you satisfied or prepared to show that the want of a market for your surplus stock is the consequence of the increase in the minimum price of land?—I am satisfied that such is the case.

28. When was the minimum price increased?—About three years and a half ago; the beginning of the year 1839.

29. Are you aware of the comparative sums of money which have been laid out upon land since the increase in the minimum price?—I have no knowledge of the comparative sums which have been received by Government under the old and new systems, but I believe that the present price has caused a very great reduction of the land fund, if indeed it has not totally annihilated it.

30. Supposing that to have been occasioned by the increase in the minimum price, ought it not to have immediately begun to show itself?—I think it did; from the commencement, applications for land, in the older settlements, became less frequent.

31. Taking the colony generally, and speaking of country lands, not of town allotments, are you aware that the money invested in land in 1838, amounted to 100,000*l.*?—I know the amount was very considerable.

32. That was about the time of the rise in the minimum price of land?—It was about that time, and before the effect of the rise had been felt.

33. When do you think the effect began to be felt?—I think, in the older settlements, immediately.

34. Are you aware that in 1839, upwards of 141,000*l.* was put in circulation by the price of country lands?—Yes; but the greater portion of those lands had been applied for at 5*s.* and had not been surveyed.

35. Was the effect, do you conceive, more felt in 1840?—In the latter part of 1840, the effects of the change began to be materially and practically felt.

36. Are you aware that in the year 1840, upwards of 198,000*l.* were invested in the purchase of country lands in the colony at large?—I am aware that a very large sum of money was so invested; the greater part by speculators at Port Phillip, and the recently opened country to the south.

37. Are you aware that in that year, there were no country lands whatever sold for so low an average price as 12*s.*?—I am.

38. Do you think that if the sum of money invested in these purchases, and spent in the introduction of labour, had been retained in the colony, the rise in the price of land would seriously have affected the price of stock, and the general interests of the settlers?—I think it would have injuriously affected both, but the effect would certainly not have been so serious.

39. Are you aware that a very large proportion of these sums was laid out in 1839 and 1840?—I am.

40. Are you not also aware that the people knew that the price was about to be raised?—That was the general impression.

41. Do you not think that that knowledge induced persons to speculate in land with a view to profit by the anticipated rise?—The general impression was that the price of land would be raised throughout the colony.

42. Are you not also aware that a very large amount of capital was brought into the colony by the English Banks at that time, and that that also tended to induce speculation in land?—I am, and that the introduction of that capital afforded increased facilities to parties to raise money.

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43. What is the present state of the parties who so speculated?—Many of them are ruined.

44. Do you think that the raising the minimum price of land has had the effect of sustaining the value of your land at what you paid for it, or has it depressed it?—It has diminished the value of my land; I was offered 15s. per acre for my land when the minimum price was 5s., but I could not now obtain that sum, although many thousands of pounds have since been expended on the property.

45. Do you not think that it is more probable now, than it was in 1839, that the minimum price will be raised to 20s.?—I do not think it probable, but should it be so, nothing can be more fatal to the welfare of this country.

Friday, 10 June 1842.

*Lawrence V. Dalhanty, Esq.*, called in, and Examined.

1. In what part of the colony are you settled?—In the Wellington district.  
2. As an owner of purchased land, or an occupier under a depasturing license?—As an occupier under a depasturing license.

3. Can you state to the Committee what you suppose to be the extent of the land you occupy?—I cannot, my stations are so unconnected.

4. Can you say what may be the area of your head station?—About 6,000 acres.

5. What description of stock have you there?—Principally sheep, with some few head of cattle.

6. What number of sheep might 6,000 acres be considered generally adequate to keep?—That depends principally on the seasons, and the description of the land; the seasons latterly have been very bad, but in ordinary seasons, I might keep with advantage from about 1,800 to 2,000 sheep.

7. With cattle besides?—The run is scarcely of sufficient extent for depasturing cattle also.

8. Supposing you had a cattle station of the same extent, and adapted for cattle or horses, what number could you keep on it?—It would require about 8,000 acres for 1,000 head of cattle.

9. What do you consider ought to be the extent of a cattle station?—From 8,000 to 10,000 acres, provided the country was well watered, with a rich description of soil.

10. Would horses take as great an extent?—Horses are never kept in the same numbers, and would not consequently require such an extent.

11. Do you consider that the country is pretty nearly as fully occupied as it can be, or is there still room for other stations?—The occupied country is overstocked; many persons' flocks, in consequence, have suffered from being too much confined.

12. What extent westward is this the case?—As far as Mount Harris.

13. What number of depasturing licenses do you suppose are issued for the country you are now alluding to?—About 100 licenses are issued for the district of Wellington.

14. Do you venture with much confidence to make improvements at your head station, considering that you have only a yearly license?—I make only such rude improvements as are absolutely necessary.

15. Would you venture to make what might be considered permanent improvements, such as a house for a respectable family?—No, I should not.

16. Does this mode of life engender carelessness, idleness and uncivilized habits among the population?—I think not; the people are generally industrious, and well-behaved; I attribute the regularity amongst them principally to the absence of public-houses, and the circumstance of most of my shepherds being married, and their wives acting as hut-keepers, a duty they perform well.

17. Would you conceive it desirable to improve the condition of your buildings, so as to make them suitable for more permanent purposes, if you had a longer license?—I should think it very desirable.

18. Do you not think it would be desirable if some system were adopted which would secure to the settler the value of any improvements he might make on his station, and warrant the erection of such permanent buildings as would induce him to reside there?—I do, and should probably make a residence for myself on my own station, as I consider that an absentee cannot expect that his property could be so well managed as if he were on the spot.

19. Would it not be more advantageous to you, to obtain possession of the run itself, for a term of years, than to take out an annual license?—It would be much more advantageous, because I should then hold my stations with some degree of certainty; my improvements would not be wrested from me, and I could carry on my operations with greater advantage, and might eventually become the purchaser of the land.

20. Suppose it were possible to purchase a small quantity, sufficient to secure the buildings, would you purchase?—I do not think I should be inclined to do so, unless I could purchase or secure to myself the whole of my stations; the one being useless without the other.

21. You at present hold your station under a yearly license only; suppose you could obtain a small portion, by purchase, to secure your buildings, would you not do so rather than remain under your present uncertainty?—I should rather not purchase at all, than purchase only a small portion.

22. By purchase it might be more desirable to secure your station for a certain number of years?—I do not see what benefit I should derive from it, except it would give me an additional security as to possession.

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23. By

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SOUTH WALES.

*Thomas Icely,*  
Esq.

9 June 1842.

*L. V. Dalhanty,*  
Esq.

10 June 1842.



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SOUTH WALES.

*L. V. Dalhenty,*  
Esq.

10 June 1842.

23. By enabling you to lay out capital, would it not be beneficial?—It would be so if I should have the advantage of securing the original possession of all the stations I now occupy.

24. Suppose the purchase-money were converted into a rent for a certain number of years?—An annual rent would be more beneficial.

25. Suppose a proposal of this kind were made, that by paying a certain annual rent for 14 years, at the termination of that period you should have the option, either to retain the land with the improvements, or to receive back the value of the improvements, would that not be advantageous?—I think that this would be a very fair arrangement, as it would not subject me to the loss of my outlay.

26. Do you conceive that a plan of that kind might induce stockholders to reside at their stations?—I think that such a plan might lead settlers to reside on their stations instead of committing them to the charge of overseers.

27. What security do you think you could give to the government that the rent would be paid, or what remedy would you give the government in case of non-payment?—If a party fail to pay, the rent might be levied by distress, and his goods and chattels sold for the amount.

28. Do you think the government ought to insist on a certain sum being laid out in improvements, as a security that the rent would be paid?—I should think that a respectable person would voluntarily make such improvements as would afford adequate security to the government.

29. Then you do not think that a respectable man would have any objection to be required to lay out a moderate sum in improvements, by way of security to government?—I do not think any respectable man would see a ground of objection to his being required to make such improvements as would afford security to the government; in fact, to occupy the land with advantage he must of necessity do so.

30. Would the institution of such a system be beneficial to you even now?—I think it would.

31. What is the utmost sum per annum that a settler could afford to pay, to obtain a section or 640 acres of land on the terms mentioned?—If it were optional with him to select his station in one block, and he were, as proposed, to have a lease of it for 14 years, I think about 40*l.* per annum would be as much as a settler could afford to give in the district of Wellington.

32. Do you not conceive it would be a very difficult undertaking to fix upon the value of the improvements at the expiration of the 14 years?—A public auction would probably best show their value.

33. Do you not think a higher sum than you have mentioned could be afforded by individuals?—The district I allude to, being a grazing country, and not suited to agriculture, I do not think more could be given with reasonable advantage to the occupant.

34. Do you think the land you speak of is fit for any other purpose than grazing?—I do not think any grain could be grown on it with advantage, owing entirely to the prevalent want of rain; it is this dryness of the climate, however, which so peculiarly adapts the district to sheep farming.

35. Do you see any prospect of its ever being fit for any other purpose?—I do not.

36. At the present prices of sheep, wool and land, what could the settlers afford to pay for licenses to occupy land?—In the present state of the country, no man could afford to give more than he is at present required to pay for his license and assessment.

37. All you want, then, is a tolerable certainty of occupying it, and that you might acquire, by merely paying the rent, and so securing to yourself your run and the improvements?—A settler could afford to pay rent for his station, in order to secure his occupancy, but he could not afford to buy an extent of land sufficient for grazing purposes.

38. But the district you allude to, being so well adapted for sheep, though not for agriculture, do you not think, that obtaining the certain occupation for 14 years of the extent of land you have named, besides the permanent tenure, if you wished it, of the selected section, would make the whole together worth more than 40*l.* per annum above what it is worth now?—I do not mean to say that it may not be worth more, but I think that in their present circumstances, settlers could not afford to pay more.

39. Do you not think that this system might have a tendency to bring about a better state of things, by disposing persons to purchase stock when they had the means?—I do not think that persons would be willing to buy on any terms, unless they had cheap labour, and could rent land on easy terms.

40. What rate of wages would you consider you could afford to pay?—The wages should not be higher than 15*l.* per annum, which, with 15*l.* for rations, including tea, sugar and tobacco, would be quite as high a sum as the settler can afford to give for one man's labour, under present circumstances.

41. Suppose the wages were 20*l.* per annum?—If the luxuries of tobacco, tea and sugar were not allowed, 5*l.* could be added to the wages.

42. Do you think there would be any difficulty on the part of government to regain possession of the leased land, after the expiration of the 14 years?—I should think that the government would have no difficulty in recovering possession at the expiration of the 14 years.

43. Do you think this system better than the system of sale?—I think it is; sale under present circumstances being impossible.

44. Do you think no portion of land would be sold even at 5*s.* per acre?—I do not think that any person could afford to buy land even at that price, except for the purpose I have already stated—to secure the head station, with its improvements.

45. Would

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Esq.

10 June 1842.

45. Would such persons not probably also purchase the water frontage, so as to secure the runs permanently for their own use?—They might buy small portions for head stations, but they could not afford to buy the whole extent required at that or any other price; but I think they most probably would buy the water frontage, as they would thereby secure to themselves the occupancy of three or four other sections behind.

46. The government would, of course, be as capable of guarding against such an occurrence under that system, as any other that might be devised; it would not be peculiarly felt under that system?—I think it would be less so, because a settler would buy the land where he had already placed himself with advantage.

47. Do you think such a system would induce a desirable class of emigrants with capital to come out to this colony?—I do not think it would have that effect.

48. Would you not think it a preferable system at once to put up the lease for sale for the term of 14 years?—The land would in that case require survey, which could scarcely be done.

49. Do you think that 5s. per acre, paid down in cash, to be employed in bringing labour into the colony, would be more or less beneficial to the colony, than the price of about 16s. an acre, to be paid during a period of 14 years, and to be annually laid out for the same purpose?—I should think that paying the 16s. per acre, and expending it yearly, according to the plan proposed, would be more beneficial to the colony, as it would immediately create a fund.

50. Then you think it would be better to expend in that manner 25 per cent. annually, than the 100 per cent. at once?—Yes.

51. To what do you attribute the present distress of the settlers?—To various causes, particularly the want of labour, and the absence of new settlers to purchase the surplus stock.

52. Do you find any want of labour yourself?—The want has latterly been less felt, and wages have in consequence been reduced from 25*l.* to 20*l.*

53. Do you consider that the present low rate of wages would continue, if immigration were to cease?—The fall in wages is to be attributed wholly to a prospect of continued immigration, and if immigration were to cease, an immediate rise in wages, would, I think, take place.

54. Have you found the immigrant labourers of a suitable class for shepherds?—I have, after they gain a little experience.

55. Have you found them as useful, upon an average, as the prisoners were?—I do not consider them so available as the prisoners, in consequence of their not being so much under control.

56. Have you not an advantage in being able to reimburse yourself for any loss that may be occasioned through their negligence or misconduct?—Their wages are so paltry, that they would not be sufficient to compensate proprietors for losses, and it is not to be supposed a servant would serve his master with advantage if his wages were withheld; the only remedy a proprietor would have would be to send them to gaol, in case the losses were occasioned by their neglect or carelessness.

57. Do you know what class of persons those immigrants have been at home?—Those that I have hired have generally been Highlanders, and persons accustomed to a country life; and therefore I have not experienced many losses.

58. Have you not found that the immigrant shepherds have been more careful than the convicts?—I have.

59. Have you ever had any immigrants from towns, and employed them as shepherds?—Yes.

60. Have they proved good shepherds?—After a little teaching they have made quite as good shepherds as any other class of men.

61. Then you have no doubt that from emigrant labourers, from the United Kingdom, a good class of persons can be obtained as shepherds?—Certainly; the immigrants can be made shepherds without any difficulty.

62. Do any practical means suggest themselves to you, for restoring the colony to its former prosperity?—Cheap labour and an influx of capital are the only means which occur to me as being likely to bring about that result.

63. Do you think the clip of wool at present pays for the management of the sheep?—It depends wholly upon the management; with good management, the wool at its present price would pay all expenses attendant on sheep farming, but would not pay for luxuries.

64. If there were a ready market for the surplus, would sheep-farming be a profitable pursuit?—Certainly; we only require to get rid of our surplus stock to make our business profitable.

65. Then do you think that if there were an abundant supply of labour, capitalists would be induced to invest their money in the purchase of your surplus stock?—Yes, a continued supply of labour would certainly be the most effectual restorative of the prosperity of the colony.

66. Are there any unemployed labourers in your district?—There are no persons constantly out of employment; as soon as a man is out of one service he can find employment in another.

67. To what cause do you principally attribute the non-investment of capital in the purchase of stock?—Principally to the want of labour; the rate of wages being still too high to induce capitalists to invest their money in stock.

68. What means would you propose to adopt, to reduce wages to what the settler could afford to pay?—I would propose that immigration should be carried on to an equal extent with that of the last two years.

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69. What



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69. What do you consider has occasioned the cessation of immigration?—The want of funds.

70. To what do you attribute the want of funds?—The government not having been able to raise a land fund.

71. To what do you attribute the fact of the government not being able to raise a land fund?—One of the principal reasons is, the price the government have fixed for land being too high to allow persons to buy it for sheep farming.

72. What effect has the rise in the minimum price of land had on your own property?—It has had the effect of increasing the rate of wages, and thereby preventing the sale of surplus stock.

73. Then it has depreciated the value of your stock?—It has.

Tuesday, 14 June 1842.

*Laurence V. Dalhanty, Esq., re-called, and further Examined.*

*L. V. Dalhanty,*  
Esq.

14 June 1842.

1. HAVE you ever known the price of grazing land and of stock so cheap in the colony as at this moment?—In the years 1828 and 1829, stock was as cheap or cheaper than it is now, owing to the depressed state of the colony during that period.

2. Have you ever considered the possibility of reducing the money wages of shepherds, or labourers generally, by giving them an interest in your sheep or stock establishments, or by commuting sheep or stock for money wages?—I have in several instances paid part of wages in cattle, instead of money; I have found that some of the immigrants, particularly the Scotch, prefer this mode of remuneration.

3. Would not that system, where the sale of cattle is so restricted as at present, afford great relief to the settlers?—It would be paying wages in property instead of money, and would so far be beneficial.

4. Would it not assist materially in removing the present difficulties of the settlers?—It would certainly, in some measure, assist in the removal of present difficulties.

5. If it were shown to your servants, that by persevering in such a system for a few years, they might themselves become capitalists, do you not think they would generally prefer that mode of payment to any other?—I think they are even now anxious to obtain property in this manner.

6. Are you aware of any objections which might be urged against this system?—There are objections to the system; the principal of which is, the confusion that would ensue were it generally acted on between the master's stock, and that of his servants, which would too often lead to the suspicion, that the servant had appropriated his master's stock.

7. Might not a resident master, with due vigilance, guard against that?—Yes, provided the servant's stock was not permitted to increase on his station beyond a certain number.

8. Would you venture to allow your men to possess as many as 100 head of cattle; supposing them to be good men?—I should not like to do so; If I did, I should grant it as an indulgence only to trustworthy servants. It is only by management such as this that an estate can now be made to pay; but I would remark, that it is a plan which can only be pursued where the master resides on his property, and only by an experienced person.

9. Do you suppose when 20*l.* or 25*l.* wages are spoken of, that they are generally, or in many cases, paid in cattle?—No; I do not think that wages are generally paid in produce, although I am aware they are frequently so.

10. How is the price at which the cattle are estimated settled between you and your servants?—I generally put such a price on the cattle as the servants are ready to admit as reasonable, and will at once give for them.

Thursday, 16 June 1842.

*George Cox, of Winboure, Penrith, Esq., called in, and Examined.*

*George Cox,*  
Esq.

16 June 1842.

1. Do you find the supply of labour more adequate to your wants at present than in former years?—I do.

2. Have wages in consequence been considerably reduced?—They have been reduced, but not very considerably; in respect to rations, however, we have been enabled to do away with tea and sugar in most cases, which has much reduced our expenses.

3. Do you consider that at the present rate of wages, the growth of wool is remunerative to the settler?—Taking the growth of wool, and the sale of stock together, I think it hardly is; and therefore, the growth of wool alone, certainly will not pay the expenditure; but with the wool, and a ready remunerating market for stock, sheep-farming would pay in most seasons. At present, I feel it impossible to pay my servants' wages.

4. What is the state of the market for surplus stock at the present time?—There is no demand at a remunerating price. I have sheep now ready for sale, and which I must sell, but I have not yet been able to obtain an offer for them, although they are butchers' meat.

5. Have you formed any calculation of what the actual consumption of sheep is in the colony, for the purposes of food?—I have not.

6. Is there any exportation of sheep at the present time to other colonies?—Not that I am aware of.

7. Do your remarks apply in an equal degree to horned cattle as well as sheep?—Yes, they do.

8. Will you inform the Committee to what you attribute the present depression?—It has principally arisen since the rise in the minimum price of land, which has placed it beyond the

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the power of parties to purchase land with any prospect of profitably breeding stock; and to this circumstance I attribute the depression.

9. At what rate do you think it would answer a newly arrived colonist to purchase land for grazing purposes, supposing wool to remain at its present price?—Before determining this price, it would be necessary to ascertain the price of stock—the one being dependent on the other. At the present time, it would not answer an old colonist, much less a new comer, to purchase land even at 1s. per acre. There is no demand for stock, except amongst the butchers, and they have screwed down the breeders to the very lowest possible price. The returns from stock are at present so reduced to the grazier that they will produce no profit, but on the contrary, a loss. Breeders are obliged to kill female stock, and thus the profits are still further reduced. I have killed this season more than the increase of my female sheep.

10. In your opinion, would it effect the removal of those difficulties, if the price of land were again reduced?—I think it would, if it caused speculation in stock, and thus created for us a market for sheep, which at present we have not.

11. It would no doubt relieve the present holder of stock, in so far as it would put the purchaser in his position, but would it relieve the colony generally, by the creation of a permanent demand for the surplus stock?—I should think it would relieve the colony generally, inasmuch as it would increase the annual export of wool, by inducing capitalists to come to the colony and invest their capital in sheep.

12. Would not this increase the annual income of the colony, and give the old settlers the means of improving their establishments, and of employing additional labour?—If we had a permanent and fixed sale for stock, it would enable us to keep more servants, and carry on improvements which we cannot now do.

13. It is very evident that this would follow, if a permanent demand for sheep were created, but the question is, in what manner this change would be brought about by the reduction of the minimum price of land to 5s.?—I can only say, I suppose it would be brought about in this way; capitalists would come if it appeared to be to their advantage.

14. What was the state of the colony, with respect to the interests of the graziers, when the minimum price was 5s.?—The state of the graziers was then prosperous beyond measure.

15. Do you think that prosperity was owing entirely to the minimum price being at 5s.?—I conclude it was to a considerable extent; it induced parties to purchase stock; they felt that they could afford to purchase; and the sale of the stock of the old settlers enabled them to purchase land from the government, and thus increase the fund for the importation of labour, which to a young colony is most valuable if it can be employed.

16. Did not that enable and induce the old settlers to give a price for land far beyond 5s. per acre?—In some instances old settlers would give a higher price for land in particular situations rather than lose it, although they might feel assured that they were giving more than the actual value of that spot of land. I myself was induced to give as much as 13s. per acre, which I knew was much more than the land was worth; but I was unwilling that any other party should purchase it.

17. You think then, that the minimum price of 12s. per acre is beyond the present value of grazing land, and that this causes the newly arrived immigrant to hesitate as to the outlay of his capital in live stock?—I am quite sure it is; the old settlers themselves could not afford to give 12s. per acre for grazing land, and the newly arrived immigrant, perceiving this, refrains from the purchase of either land or stock, and puts out his capital at interest, as affording the most certain return.

18. Has not this the effect then of leaving the unsold land in the occupation of the old settlers without purchase?—It has, to a trifling extent; the unsold lands, adjoining the old settlers' purchased lands, are left for his benefit. He is not interfered with in any way, while he refrains from establishing stations on them.

19. So far then the raising the minimum price is an advantage to the old settlers?—So far it is, because no one will purchase at the increased rate; but this advantage is more than counterbalanced by its having prevented the purchase of such.

20. Can the old settler, under the existing depressed circumstances of the colony, avail himself of that advantage?—He cannot avail himself of it in the present extremely depressed state of the colony, and for this reason; finding he has no sale for his stock at a remunerating price, he cannot afford to hire servants to look after an increased number of sheep, and even if he could, he would not be able to sell any portion of that increased number; therefore waste lands within the boundaries are almost valueless to him in the present circumstances of the colony.

21. Was there more land sold at 5s. per acre, than is actually occupied for grazing purposes; that is, is there any land purchased at that price now lying waste?—I do not know of any purchased land in my district which is unoccupied, and I know of none which is allowed to lie waste; I have not enough of land for my stock.

22. Is that the case generally with the settlers, even the large purchasers of land?—I do not think there is an individual in the colony who has purchased land enough to graze his stock upon.

23. If you had a market for your surplus stock, would you purchase land at the present price?—If I had sale for my surplus stock, and land was at a reasonably remunerating price, I should purchase every year.

24. Are you a purchaser to a considerable extent at present?—I have purchased about 16,000 acres.

25. Is that land fit for any other purpose than grazing?—Some is, but generally speaking it is only suited for grazing.

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26. What



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26. What proportion of it may be fit for agricultural purposes?—I can hardly say; a great deal might be fit for agriculture, but from want of a market for the produce, or its great distance from a market, it would be of no use to put it under cultivation.

27. Does the climate in the district you allude to, admit of agricultural pursuits?—I think the climate is favourable to the growth of wheat; we suffer from drought, but the crops are heavy, and the wheat keeps well; we have found that it has kept for two years perfectly well.

28. Do you consider the value of your land depreciated lately, as well as your stock?—In the present depressed state of the colony, I do not think that there would be a purchaser for grazing land at all, if it was put up in any quantity.

29. To what do you attribute this depreciation in the value of your land?—I attribute it to the minimum price of land being raised by government to more than the real value of the land.

30. Then you do not think the keeping up the government minimum price of land has had the effect of keeping up the value of land generally in the colony?—I think not, but rather the reverse; it certainly appears that ever since the raising of the minimum price by government, the sale of land for grazing purposes has come to an end.

31. Do you include the land at Port Phillip in your observations?—I speak in reference only to lands in this part of the colony, and such as are required for grazing purposes, not to lands in the district of Port Phillip.

32. The value of your property then generally has depreciated, and you are thereby deprived of that means of engaging labour, which you have been in the habit of employing?—Such is the case; and I am reducing my establishment every day, and must continue to do so. I have not the means of paying the wages of the servants at present employed on my establishment.

33. Do you think the general distress now prevailing will cause a reduction of wages?—It must cause a reduction of wages; we cannot afford to employ our present number of hands at the present rate of wages, and therefore we must discharge our servants, unless wages come down.

34. Do you not think the present low price of stock affords an excellent opportunity for capitalists to invest their money?—I have been much surprised that capitalists have not invested capital in stock, as they could not fail to derive a large profit from purchases made at the very low and ruinous rate to the seller for which stock may at present be obtained.

Thursday, 16 June 1842.

Henry O'Brien, Esq., J. P., called in, and Examined.

H. O'Brien,  
Esq.

16 June 1842.

1. ARE you in the occupation of a large extent of government land beyond the boundaries of location?—I am.

2. Can you state the number of sheep or cattle which you generally have on such land?—I have at present, I think, about 12,000 sheep; I have no cattle under my own management on the government lands.

3. What extent of land do you occupy in that way?—From about 20,000 to 25,000 acres; I am not certain as to the exact quantity.

4. Do you consider that the uncertain tenure of such land exposes the occupier to any disadvantages, in the event of any change of system on the part of government, tending to cut up his land?—Not under the present state of the colony; but by a change of system on the part of the government, at a time when sales could be effected to a great extent, stockholders might be subjected to very ruinous consequences.

5. Would you upon any fair and moderate terms avail yourself of an opportunity to ensure the possession of the land you speak of for a term of years; and do you think that such would be the disposition of the settlers generally?—I should certainly avail myself of such an offer, and, as far as I am able to judge, other settlers would do so too.

6. Suppose you were secured in the occupation of that land for a reasonable number of years, and on the same terms, would you think it advisable to purchase any portion of the run, in order to form your head station upon it, and to carry improvements into effect?—Much would of course depend upon the conditions of purchase, and extension of the lease.

7. Suppose, for example, that the lease was granted for 14 years?—Then I should be very glad to purchase, on being allowed time for the payment of the purchase-money; it could be paid with ease by the purchaser, by annual instalments during the lease.

8. Can you make any calculation as to what it would be worth while paying annually, during the 14 years, to secure the occupation of the whole run, and the fee simple of the head station?—I should say that the present minimum price of 12 s. per acre could be paid with advantage. The land to be occupied with each section so purchased, I suppose to be sufficient to support 10,000 sheep in all seasons, making allowance, of course, for the great proportion of perfectly useless land annexed to the grazing grounds now occupied by stockholders throughout the colony; some parts being so from their utter worthlessness, and others from either the total or occasional absence of water.

9. Do you think such a plan would encourage parties to embark capital in stock and sheep farming, and so bring about a demand, which does not exist at present, for your surplus stock?—I think it would induce parties to invest their capital in that way, and thus of course create a demand for stock; I feel persuaded that even under present circumstances large sums would be invested in stock, but for the high rate of interest allowed on deposits in the colonial banks, which if withheld, would at once induce investment to a large

large amount in stock, to the great benefit of our banking companies themselves, as well as of all other classes.

10. Can you form any opinion as to whether this would be as great an inducement to persons to invest their capital in sheep farming, as a general reduction in the price of land would be?—I think it would be a greater inducement than a reduction in the minimum price of land. Even if the price of land were reduced to the lowest possible amount, I do not think persons could afford to purchase it, as their capital would be much more advantageously invested in the purchase of stock, and few have the means to invest in both stock and land to any great extent.

11. Does it appear to you, if persons had such an occupation of these lands as would enable them to derive a profit from them, that they would be disposed to become purchasers of land?—I think it would be a very natural consequence.

12. If it should be productive of a demand for land in that way, would it not advance the value of landed property generally?—I think it would certainly have that tendency, both within and without the boundaries of location.

13. Does your experience satisfy you that the landed interest is at this moment in a very depressed state, and that it requires some such measure as that alluded to to relieve it?—I do not think that it has ever been so much depressed, as at the present time, or so much in want of support.

14. What practical measure can you suggest to relieve that distress?—The only measure I can recommend is a loan, which, however, I fear is beyond the reach of the government.

15. To what purpose would you propose that that loan should be applied?—I would propose that it should be lent in sums to individuals, on mortgage, for three years, at bank interest.

16. If the government had a large sum of money to lend to persons wishing to mortgage their lands, do you think it would have a beneficial effect?—I certainly think it would.

17. Would the borrowing of money in that way have any effect in increasing general profits?—I should think so; there are many persons who, if they had the present means of carrying on their operations, must eventually make profits.

18. To what causes do you attribute the present unexampled depression of the grazing and landed interests of the colony?—The want of a market for the surplus sheep and cattle, the high rate of wages paid for labour, and the low prices obtained for wool both in the colonial and English markets, during the past three years.

19. Can you explain how it arises, that whilst there is no market for surplus stock, the import of provisions from foreign countries should be so great?—I should imagine that it is the result of speculation from foreign markets.

20. Can you suggest any means of creating a market for surplus stock?—Not any.

21. Would not the arrival of men of capital, as formerly, be likely to revive the demand?—It might, and most assuredly would have that effect, were the banks to discontinue interest on deposits, a system which must injure even themselves eventually.

22. To what cause do you attribute the falling off in the number of capitalists coming to the colony?—It is probably owing to the unfavourable accounts which they have received of the state of our affairs, which in many instances has been exaggerated by writers in the public prints of the colony.

23. From what time do you date the present depression, and to what do you particularly attribute it?—I think the depression commenced about three years ago, and was occasioned in a great measure by a fall in the price of wool, and the high price of labour at that period.

24. Is not the price of labour falling very fast?—Not now.

25. Have you any difficulty in procuring labour in your neighbourhood?—Not at present.

26. What is the average wages now given in the country you allude to?—From 25 *l.* to 30 *l.* per annum, with rations, in the Murrumbidgee district. I have discharged some men, to whom I was paying 25 *l.* each per annum, owing to their demanding 30 *l.*, and have been compelled in consequence, to instruct my superintendent to put two flocks of sheep in one, rather than subject myself to the payment of such high rates of wages.

27. What do you reckon to be the value of the ration?—At the lowest estimate 14 *l.*; the meat and flour are produced on the station, the tea and sugar are taken at the Sydney prices, allowing for the cost of carriage to the interior, and for waste in the issuing.

28. Will the profits of your establishment enable you to continue these wages?—Certainly not.

29. Are you a large holder of land by purchase?—I have purchased about 9,000 acres.

30. Do you find the value of that land depreciated as well as your stock?—I cannot say, as I have not offered any of my land for sale.

31. What effect has the raising of the government minimum price of land had on the interests of the colony?—I have not given this matter sufficient consideration to be able to afford any information to the Committee on the subject.

32. Do you think it calculated to prevent men of capital coming to the colony?—I should say that persons at home would be much more likely to come out with capital, if they could purchase land at 5 *s.*, particularly when they know that the return to be obtained from land purchased at the increased minimum rate is but small, if indeed any.

33. If men of capital had been induced to come out by the low price of land, would not that have afforded a considerable market for the surplus stock of the settlers?—Most assuredly.

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34. Would that not have tended in a great measure to relieve the colony from its present state of depression?—Certainly.

35. If there was a sale for the surplus stock, would not there be considerable profits to the sheepholder in this colony, supposing that the price of the wool would cover all the expenses attendant upon sheep farming?—Most assuredly; and at no time within my recollection has there been a more favourable opportunity than the present, owing to the low price of stock, for persons of capital to invest money in stock with a certainty of realizing large profits.

36. So far as the price of stock is concerned, do you not consider the present a very favourable opportunity for newly arrived capitalists to invest money in the colony?—At the present low price of stock, I know of no more certain source of profit than the investment of capital in stock. Some years ago stock was very high, and persons newly arrived purchased largely; the sudden fall in the price of stock, which took place shortly afterwards, caused embarrassment to some of these purchasers, and total ruin, it is said, to others.

37. What was the state of the graziers when the minimum price of land was 5 s. per acre?—Very good.

38. Did it remain so during the whole of that period, or was there any interruption to their prosperity?—There was no interruption to the prosperous state of their affairs, so far as I can recollect.

39. Were there any other circumstances which, in your opinion, contributed to that prosperity?—Yes, we had a large influx of immigrants at that time, which considerably reduced the price of labour; wool brought a high price both in England and in the colony; and the government took about 500 tons of salted meat from the settlers annually, for some years, but do not do so now, owing to the diminished numbers of convicts whom they have to provide for.

40. Did not this enable the old settlers to purchase lands in the neighbourhood of their establishments, and to give a much higher price than 5 s. per acre for them?—It did in many instances; I have known so much as 17 s. 6 d. per acre to have been paid for crown lands put up for sale at the then minimum price of 5 s.; indeed, crown lands would, in my opinion, bring their real value in nine cases out of ten, even if put up for sale at the low price of 1 s. per acre; whilst few, if any, bidders have been found since the price has been raised to 12 s.

41. You have already stated, that the colony was in a prosperous state when the minimum price of land was 5 s.;—what do you think would have been the state of the colony now, if that price had remained unchanged?—If persons of capital would have been induced to come out, and purchase land at 5 s., the circumstance of its having been raised to 12 s. must have materially injured the colony, by having prevented the investment not only of English but colonial funds in the purchase of crown lands, the intrinsic value of which, taking them as a whole, is most assuredly not more than three shillings, owing to the utter worthlessness of a great portion of them, and the total or occasional absence of water in some otherwise desirable portions.

42. In what way do you think, the giving greater facilities to squatters beyond the boundaries, would operate as an inducement to purchase land within the boundaries?—It would induce men of capital to invest their money in stock, to be depastured on lands leased from the government on moderate terms, for a certain number of years, and place the settlers residing within the limits in a condition, by means of such sales, to improve their purchased lands, or to extend their purchases.

43. Would it not have a tendency to prevent the present holders of such lands from becoming purchasers, if they could obtain a certain tenure of them for a number of years on the terms alluded to?—I think it would not, inasmuch as their purchase on the leased lands would only extend to a section, out of 30,000 acres, or a sufficiency to support 10,000 sheep.

44. Then they would purchase only about the 47th part of the run in that case?—They are limited in their purchase, I understand, to a section only.

45. Do you think if they were allowed to purchase to a larger extent, purchases would be made at the present minimum price?—I think so, with a credit of 14 years, or 21 years in case of the purchase of 4 sections, which I think would be still more desirable;—the purchase-money to be paid by instalments within those periods.

46. Do you think it would be judicious to bind up 30,000 acres for 14 years, for the sake of selling a single section of that property?—I think not; the settler should have liberty to extend his purchase beyond the one section, and in case of a purchase of four sections, the time should be extended from 14 to 21 years.

47. Are you aware that it is intended that the land shall be put up to auction at the expiration of the 14 years, paying to the occupier the then value of the improvements he may have made, taking them at the estimated value of the day?—I have heard that such was intended.

Wednesday, 22 June 1842.

George M'Leay, Esq., of Brownlow Hill, called in, and Examined.

1. You are a good deal concerned in agriculture and in sheep farming?—I am.

2. Can you inform the Committee what may be the present state of those interests?—With respect to sheep farming, nothing can be in a more depressed state; as to agriculture, it too is declining every year, and will continue to do so, in my opinion, until some enactment is passed against the introduction of foreign grain. I have found it to my advantage

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advantage to put the greater part of my arable land under lucerne—a permanent grass, and have thus been enabled to keep a dairy establishment on a large scale; as I live at no great distance from Sydney, I find in this way I can get some return for the capital invested, whereas had the land remained under the plough a very considerable loss must have accrued.

3. What observation would you make with respect to the profits on cattle generally? Where there is no dairy, and the cattle are at a distance from market, horned stock are scarcely at present more profitable than sheep.

4. If a market could be found for the surplus cattle even at the present prices, would cattle establishments be profitable?—Not at the present prices, which are ruinously low, in consequence, I have reason to believe, amongst other causes, of the large number of stolen cattle that are brought into the various markets, and which can of course be disposed of to the butchers at a much lower rate than that at which the owners of cattle establishments can sell without loss.

5. Can you suggest any manner in which that may be prevented?—Some check might be given to the practice, by making it imperative upon parties having fat stock to dispose of, to make a report to the nearest police magistrate of the number and brands of the cattle they are about to remove, some weeks previous to their being driven away; and by establishing stations for the inspection of all such cattle, on all the principal roads; but in a country like this, it is obvious that though such a system might check, it could not altogether prevent the evil.

6. Supposing all cattle that come to market were the property of the real grazier, and not of the cattle stealer, do you think there would be a market for all the surplus stock so as to make cattle establishments profitable?—In good seasons certainly not; we require capitalists to salt down meat for exportation. Some of the large stockholders are about to commence this, but it is not the proper business of the stockholder.

7. Have you enquired into the details of that plan, and do you think it likely to be profitable?—I am not acquainted with the details, or the expenses of such a business; I know that it has hitherto been considered profitable to salt down meat for consumption in the colony, but we have now to contend with a large quantity of imported meat, sufficient it is said for a year's consumption, and have consequently to look out for a foreign market; and I here may be permitted to observe, that if such a market were discovered, the quantity of beef withdrawn from colonial use, would make room for an increased consumption of mutton, and a new impetus would thus be given to sheep farming.

8. Do you know what price would pay a grazier to rear cattle for salting down?—No price under 7*l.* per head would pay for really good cattle, that is to say, 20*s.* per cwt.

9. What do you reckon into the price, as constituting the price?—The interest upon the value of the land occupied, upon that of the original stock, the costs of servants, horses, and a respectable superintendent to check depredations, which, under the best management, are but too frequent. Few stockholders realize more than 60 per cent. increase, and it must be borne in mind that cattle are not disposable for slaughter before they are four years old. I may add the expense of bringing down to market, which forms a very considerable item in the cost.

10. Would not the difficulty last mentioned be much diminished, if not removed, if ports to the north or south of Sydney could be fixed upon, from which the exports of beef could take place?—No doubt, very considerably, even if the meat were afterwards sent to Sydney for exportation.

11. But you would fix upon other ports than Sydney?—Certainly, because the less cattle are driven the better; by long journeys the quality of meat is much deteriorated, more particularly for salting down.

12. In what degree do you conceive the present depressed condition of the colony is attributable to the mode in which immigration is carried on, or to the extent of immigration?—Immigration, *per se*, most assuredly has not had a bad tendency, but much of the present distress may be attributed to the very large sums of money drained from the colony to pay for immigration.

13. Should you not think likewise, that the preventing an accumulation of capital would in effect, have the same influence as the expending it?—Decidedly.

14. Do you conceive that immigration to the same extent would be prejudicial?—Certainly not; we do not however, I think, require for the immediate years, a greater number than we have received during the two past; the present depression cannot be attributed to scarcity of labour; most persons have, it is true, reduced their establishments; many have begun to slaughter their female stock, and others have ceased to allow them to breed; but this is owing to there being no demand whatever for this kind of stock, and if labour were as cheap again as it is, the large proprietors would be compelled, under present circumstances, to curtail their establishments.

15. Do you apprehend that, by any means, the consumption of animal food could be increased in the colony itself?—I do not think that a larger quantity of animal food could be consumed; even if no foreign meat had been imported into the colony, we should sooner or later have had to look elsewhere for a market.

16. With respect to cattle, is it not observable, that the want of a market is the true cause of the present depression?—In a great measure it is the cause; but were it not that people are frightened at the present aspect of the colony, I think that even now breeding stock might be sold. Many capitalists who came here with the intention of embarking in pastoral pursuits, were originally deterred from so doing by the high price of land, and

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the enormous rate of wages; and though the last cause is comparatively removed, the general stagnation in all farming occupations induces them to keep their money invested in other ways.

17. If the general profits of the colony are not increasing, do you think it possible that those persons should continue permanently to obtain the interest on the money they have laid out?—Certainly not.

18. If by the improvement of markets, any profit, however small, were ensured upon sheep and cattle, would not that be the means of obtaining purchasers, and making the cattle profitable?—No doubt; I believe that almost all immigrants of capital come here with the intention of becoming farmers or graziers, and that a great many have been diverted from their original design by the causes I have before mentioned.

19. Do you not consider the present a favourable opportunity for investing money in agricultural and pastoral pursuits?—This would be the very best time to purchase stock of all kinds, on account of their extremely low price. With respect to agriculture, my belief is, that it will ruin all those who embark in it, unless some check is given to the importation of foreign grain.

20. Has it ever occurred to you, that by an alteration or improvement in the system of location beyond the boundaries, a greater inducement would be held out to persons to go there, and so create a market for stock?—In the present state of the markets, I do not conceive that any greater number could be induced to locate themselves beyond the boundaries; the present minimum price of land makes those so located, feel as secure in the runs they occupy, as if they possessed leases of them; but there can be no doubt when the very great importance of the wool grown beyond the boundaries is taken into consideration, that every possible protection and encouragement should be given to the squatter. It is so essential for the health and improvement of stock that they should not be limited within range, that on that account these districts are preferred by many of the old settlers, as well as by parties who have lately arrived.

21. Is it then your opinion, taking things as they now are, that the occupiers beyond the boundaries are doing well?—I think that they are doing better, in proportion, than those who bought their land, but only in that respect; the superior condition of their stock, in the present state of the market, is counterbalanced by the higher wages they have to give, and their greater distance from a market; the squatters just now must find it difficult to pay their assessments, and the sums required for licenses.

22. Do you think it probable, if the price of government land were reduced to its former rate, that purchasers would be found so as to create another land fund?—After public confidence is again restored, I think that by degrees there would; though I am of opinion that no person would purchase land for sheep farming at that rate; the pastures most in request for sheep are dry hills and downs, unfit for any other purpose whatever, so far as we yet know; and the value of such land can clearly only be tested by the quantity of wool and mutton it can produce. Just now, when the expense of keep absorbs the whole proceeds of sheep farming, such land could not be sold at any price; if the government should attempt to force the purchaser by threats of ejectment, the only export of the colony would be all but destroyed. Much of the land sold at the sums which caused such an extravagant notion of the value of our lands to obtain, secured to the purchasers ten times the quantity purchased; much was bought for the sake of the convict labour to which it gave a title; for the sake of keeping out bad neighbours, for making properties complete, and for other reasons unconnected with its intrinsic value. Many of these causes will of course still operate in enhancement of the value of land, but should not be taken into consideration in determining a minimum price.

23. After consideration of this subject, do you think, if the land fund could be replenished, it would be advantageous to send the money out of the colony as formerly?—Decidedly not; I am of opinion that the colony has been injured by so much money having been sent out of it, and that it will suffer still more were the system to be continued.

24. Then as a means of preventing that great abstraction of capital, would you be favourable to the measure of a loan?—Certainly; I should have been so on another ground as well, which is this; of the immigrants we are now introducing, a very considerable number consist of children, who will hereafter be a valuable addition to the labour of the colony, but are of no present service; the expense of their importation ought therefore to fall upon those who will hereafter enjoy the benefit of their labour; I also think that raising money in England, might increase the interest already felt there for the colony.

25. Do you think, with the present prospects of the land fund, a sufficient security could be given for such a loan as 1,000,000*l.*, to be raised in eight years, by annual instalments, in sums of 125,000*l.* at 5 per cent interest?—I believe that there are about 14,000,000 acres of unalienated land in the 19 counties within the boundaries, of which 1,000,000 at least may be said to be of a certain value; these lands, together with the extensive districts beyond the northern and southern limits, would, I think, afford ample security. The value of these lands, I would beg to observe, would be enhanced tenfold at least, if convict labour were to be employed in laying them open by roads, and forming new lines of communication with the coast. Indeed, in my opinion, upon the continuance of this species of labour, for such purposes, depends, in a very great measure, the prosperity of the colony.

26. Could you suggest any means by which the present general depression might be relieved?—I think if the price of land were reduced, that in due time there would be a reaction.

27. How would that reaction be brought about?—It is natural for every one to wish to possess

possess land, which is after all the only safe and true property. There are many in the colony, I have reason to believe, ready to purchase whenever land shall be put up at a fair price; having land, they will purchase stock; and whenever there is any true value assignable to stock, instead of its present nominal value, confidence will return, and by degrees, things will flow on in a more favourable channel; with the knowledge of an improvement in our affairs, and of the price of land having been reduced, immigrants of capital would again flock to our shores, and give new impulse to the progression.

28. Unless a better market were provided than at present, would those purchases of land and stock benefit the purchasers?—Certainly not for any great length of time; but I think that there is a prospect of a market being found—at any rate it will be sought—I mean for our beef, which, if exported, as I said before, will leave a better market for our mutton.

29. Do you not think it might be still more advantageous if, by means of leases, persons were enabled to settle without purchase of land, and so have their money for the purchase of stock?—There can be no doubt of it; instead of going at once into the treasury, the capital introduced would be put into the hands of the stockholder, and thus create a wholesome circulation; ultimately it would be spent in land, no doubt.

30. Would you obtain by such means a permanent class of settlers?—I think I may say that such a class of settlers would be obtained, provided such leases were for a period not less than 10 years, and the lessees had a prospect of being entitled at the end of that time to a right of pre-emption, or of being indemnified by the purchaser of the lands leased for their improvements.

Wednesday, 22 June 1842.

*Robert Scott, Esq., of Glendon, called in, and Examined.*

1. You have been more than once examined before the Immigration Committee?—Yes, either twice or thrice.

2. Last year was one of these occasions?—It was.

3. With reference to the evidence then given by you, will you have the goodness to say, whether your subsequent experience has confirmed the opinions you then expressed, or whether they have undergone any change, and if so, in what particulars?—I think my opinions are the same now as then. In many points they have been strongly confirmed, particularly respecting the “Squatting Act.” I am, however, able to hire as many servants now as I please; then I could not; but the immigrants have not been of so good a description as they ought to have been, considering the cost of their introduction, and that the money was supplied by this colony. Indeed, if the parochial authorities, or others in England, had sent out such people as they were desirous of getting rid of, I think we could not have been worse supplied, as to the class of persons, than we have lately been. I do not think we could have a worse description of people than the immigrants sent us recently.

4. Why did not those who desired a better description of immigrants avail themselves of the services of their friends in England, to select for them such as they required?—I will answer that personally. I sent to an old friend of mine at Higham Ferrers, the clergyman of the parish, and he engaged for me 20 persons, after considerable trouble; but when the day for starting arrived, only one lad would consent to come out. Another reason is, because the servants, if good, are very soon inveigled away by one’s neighbours; and the labour and expense of introducing them are thus lost to the importer for the benefit of some worthless person; and again, the indentures under which servants must be introduced are not sufficiently defined or recognized by the law.

5. If there be no possibility, even with such care and diligence, to obtain a better class of people, what then is our remedy?—Removing the ignorance at present existing in England with reference to the colony; the persons to whom I have alluded as refusing to come out, said that they would have no objection to follow if the lad would send home good accounts of the country. I have written to other friends in England, and they have experienced the same difficulty, in inducing good people to emigrate to this colony. They feel a great repugnance to come here. I hired some very good men from the Immigrant Barracks some time ago, and they are in my employ still.

6. Are the good men you speak of from one of the counties of England, and which?—I do not know the county, but they are Englishmen.

7. What is your opinion as to the present state of the pastoral and agricultural interests of the colony?—Both are in a very depressed state.

8. Have you ever known them more so?—I have; in the years 1828 and 1829 they were much worse.

9. In what respect?—The bankruptcies were more numerous than amongst those engaged in agricultural and pastoral occupations, in proportion to the population; and the price of stock was lower than it is now, or quite as low, and we then fed our stock over lands for nothing, great part of which we have now bought, and have to contend against the interest on the capital; labour then was both cheap and abundant.

10. There was no outgoing for labour then comparatively to what there is now?—No; labour was not paid for by money-wages as now, nor had we then to pay for its introduction as we have now; not for ourselves only, but for the whole colony. Every class of the community employs labour, and it seems unfair, therefore, that the land-owners only should pay for its introduction.

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*Robert Scott,  
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11. Was there abundance of labour in the colony at that time?—There were then assigned men to be obtained as shepherds.

12. To what causes do you attribute the present embarrassment of the colony?—I think the present depression amongst agriculturists is attributable to many causes; one has been the scarcity of labour, and the difficulty of obtaining it even at a high rate of wages. It appears to me, however, to be a not unnatural reaction. The state of the settlers a year or two ago was, I think, quite as unnatural as it is now; the feverish height of the one state was quite as unhealthy as the depression of the other. Another great cause is the application of the land fund to other purposes than the introduction of labour; by the amount of that abstraction the land-owners have paid too high for their property, and they have not had value for their money.

13. Do you think the high price of labour for the last two years is one cause of the present depression?—Certainly, we are now suffering from that cause; the high rate of wages running away with all profits, no man would enter into pastoral pursuits, and in consequence there has been no sale for our surplus stock. This has, as a natural consequence, deteriorated the price of land; as the less the produce derived from land, of the less value that land becomes; whereas, in the face of this, the Government have increased the price of their land from 5s. to 12s. an acre, and thereby, I am of opinion, disorganized the agricultural system, and the relation between land and produce. The squatting system also has materially contributed to these effects, as it has deteriorated the price of land, and prevented its sale; I may here say I am an extensive squatter myself.

14. Then you attribute the present depression of the agricultural interests to the high price of labour for the last two years, and to the Government raising the minimum price of land?—Yes, and whilst they raised the price of land on the one hand, they lowered it on the other, by charging the squatters so small a sum for occupation licenses; the squatters, too, have considerably raised the price of labour, by employing a large portion of persons brought out at the expense of the land fund, whilst they have not contributed to the increase of that fund. I must, however, at the same time admit, that the squatters are the thews and sinews of the country.

15. Then while you would lower the price of land to the purchaser within the boundaries, you would raise it to the squatter?—Undoubtedly, and in just proportion, though that proportion may not be very easy to determine; I would weigh his advantages with his disadvantages, and fix the price accordingly. I would induce him to purchase land by every means in my power, and thereby render his interests identical with those of the community, which certainly is not the case, so long as he continues a squatter only, as at present.

16. Then you would recommend some system should be adopted which would give the squatter a more permanent lien upon the land he occupies?—I would strongly recommend such a system to be adopted; I would not permit any man to dispossess him at any time, except by purchase at auction. Indeed, I am so anxious that squatters should be held to consider themselves as denizens of this colony, that I would even abandon my most favourite system of sale by auction, and give them the right of pre-emption; but sale by auction, at a fair upset price, is undoubtedly the best, and I would give the squatter compensation for all improvements which he had made, to be paid by the person purchasing the station, or by the Government if they resumed the land, leaving the value of such improvements to be settled by arbitration.

17. Do you not think that the existence of a good market for all the produce of the colony would be the best mode of relieving the present distress?—Unquestionably; a good and steady market; I look upon a steady market as much better than a high one.

18. With respect to wool, do you not think there is a steady market in England for what can be raised in the colony, although at rather a low price?—I do; a fair market; but I think its management capable of improvement.

19. To what cause, then, do you attribute the circumstance, that a sufficient number of capitalists is not found to embark in that trade, or which is the same thing, to purchase the surplus stock?—Because it is a losing business at present.

20. Will you have the goodness to favour the committee with your opinion as to the means which might be adopted to prevent its being a losing concern?—I think it hinges on the labour question; the price of land will adjust itself, for no man will buy land at a ruinous price; and so far as sheep farming is concerned, its future existence depends on Coolie labour, of the expediency of introducing which I am becoming daily more and more convinced; and I would beg, with the deepest earnestness, to impress upon the attention of his Excellency the Governor and the Honourable the Legislative Council this most vital subject.

21. Do you mean to state it, as your opinion, that it is impossible to obtain European labour in this colony at such a rate as would make it profitable to the settler to employ it?—I do not mean to say that; but I hope that good European labour in this colony will never be so badly rewarded. I consider the employment of European labour in sheep-farming to be a misapplication; it is using a giant's strength where that of a child would suffice.

22. With respect to the other great branch, that of cattle, will you state what steps have been taken to provide for the disposal of the increase every year?—I am not aware of any steps having been taken; but they will naturally follow the depreciation of stock. We shall have recurrence to salting down and exporting, so soon as the price will enable us to enter into competition with other countries. Yet here again the price of labour will interfere. The wages of coopers will eat up all profits. The price, in America, of a beef barrel is 4s., whereas it would be esteemed cheap at 8s. in Sydney.

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23. Do you not think, that with the steady market for wool which you have spoken of, and a market which might be created for the salt provisions, together with an improvement in the supply of labour, the colony need not despair?—I have never despaired of its return to prosperity, nor do I now; I have no doubt of its recovery, but I tremble at the cost; and there is no knowing who will fall sacrifices, and how long it may last; these three are the main points from which returning prosperity is to be looked for; with labour at a moderate rate, and a steady supply of it, we could raise many articles for ourselves, which are now imported, to the value of hundreds of thousands of pounds yearly.

24. With reference to the present depressed price of land and stock, do you not consider this a favourable opportunity for investing money in agricultural and pastoral pursuits?—I could not answer that question, unless I could foresee the future; the prices of stock are now far below their real value; if labour could be had at a reasonable rate, then it would; but, on the contrary, if labour becomes dearer than it now is, pastoral pursuits must be destroyed. In either case, stock cannot possibly be profitably depastured on bought lands, at the exorbitant price of the day; indeed the old rate is too high, unless a return to the high prices of stock could also be ensured.

25. Unless there is a market for the surplus stock, do you consider that the demand for labour will continue, keeping in view the large number of labourers lately imported?—If our concerns are to fail, we cannot employ labour at all; unless we have a profitable market for our stock, which we have not now, we must be ruined, and of course discharge our servants; I myself have reduced my establishments to some extent; I should be glad to have at least 100 more men in my employ than I have at present, if I could obtain a good return; in consequence of the extreme depression, there is now no encouragement to go to any expense in improving the breed of stock; those of an inferior description, and reared at a lower cost, will now sell equally as well as the best breeds.

26. If the price of labour were to fall, would not that probably create a new demand for stock, tending to make it comparatively profitable?—The moment that labour fell to such an extent, that care of stock would pay, many persons would undoubtedly engage in that pursuit.

27. What are the ingredients that enter into the expense of keeping stock?—Cost of provisions, the expense of bringing cattle to market, and the price of labour; the risk of loss by drought also has great weight.

28. Is there not another material ingredient, the price of land?—Certainly, this is an essential ingredient in the maintenance of stock; but I do not think that any stock, except the most improved, and consequently the highest priced, can be profitably bred upon bought land, even at 5s. per acre, and interest at 10 per cent.

29. You have stated, that you have thought it desirable to raise the terms of the tenure of land beyond the boundaries; what is the highest amount that a squatter could afford to pay, to make it profitable to him?—Under present circumstances he can do nothing; all his operations would be at a loss; in other circumstances, much would depend upon distance; he should have a lease; the name of assessment is odious; that of rent is not; nothing but a permanent lease will do.

30. What do you mean by a permanent lease?—I have already said that he should not be ejected, except by the sale of the land.

31. You have stated that he should be paid for his improvements; do you mean that he should be paid to the extent of his outlay, or the estimated value of the improvements at the time?—I mean the estimated value of the improvements at the time when the land is sold—the in-coming possessor to have full value for his money.

32. If greater facilities were given to squatters, and greater securities to the occupiers of land beyond the boundaries, would not that, do you think, prevent, in a proportionate degree, the sale of Crown lands?—I am of opinion that there would not be a single squatter but would purchase his head station at least, when an opportunity might be afforded him to do so, and he had the means of paying for it; and that the sales of land within the boundaries would not be affected by such advantages being allowed to squatters; I myself would purchase land of no value to any body else, in order to make my estate complete.

33. Do you assume that the plan proposed would involve permission from the Government to purchase land beyond the boundaries?—Yes; I would present every inducement, and afford every facility to the purchase of land; the squatters should have the power to buy whenever they choose and are able, but at auction, that the public may have the fair value, and the squatters would then pay their fair quota to the labour fund.

34. You think, then, if people had permanent security of land beyond the boundaries, that it would not affect the sale of land within the boundaries?—I think that squatters generally would do what I myself have done; from my profits made by feeding over unoccupied land free of expense, I have yearly laid out the money so made in the purchase of land, and thus added to my estate, and returned to the public what I otherwise should have been wholly unable to do.

35. You have an opportunity of doing so now; why do you not do so?—Because the price now fixed by the Government is far too high.

36. Is it not probable that this land would sell to other parties at the present price, within a reasonable time?—I do not think it would sell to any person, even at 5s. an acre, as I have picked all the good land out of that to which I refer at that price, and very dear it has been; for when I bought it, it was under the distinct understanding that with the land I bought labour also.

37. Do you not obtain an advantage, then, by the price being fixed beyond what could be

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be given by other parties, inasmuch as you are thereby secured in the possession of the land without purchase?—Under these circumstances, I undoubtedly do obtain an advantage, being secured without purchase; unoccupied lands are often beneficial to an individual, but at the expense of the community; and that private benefit is very precarious, from the liability to intrusion from any quarter.

38. You are aware that a measure for raising a loan in England, for the purpose of obtaining funds for the introduction of labour into the colony, has been under the consideration of the committee for a number of years past?—I am.

39. Do you consider such a measure advisable?—I look upon it as indispensable, though I cannot but regard it in some measure as an evil.

40. Why is it indispensable?—Because I think labour will be scarcer, and consequently at a higher rate, during the present year, than at any former period, unless immigration is continued; immigration being indispensable, I consider a loan also indispensable, as it is impossible to look for any fund from the sale of Crown lands. I look forward with hope to the scheme of a general system of emigration mooted in England; this will be our preservation; I consider that a great change must take place in the management of property in the colony; stockholders will no longer be able to carry on the extensive operations which they have hitherto done; their large establishments must be split into small stations.

41. As the land fund is destroyed, upon what security is the loan to be raised?—The land, and not the fund, will be the proper security for the loan; but it is to be hoped that the land fund will be revived when we understand the subject better.

42. Has not the system of paying immediately in cash to the British merchant for the introduction of immigrants been attended with great disadvantage to the colony, by the rapid abstraction of so large an amount of capital?—No doubt; but even that is a less evil than the want of labour, which, but for the expenditure of that capital, would have existed.

43. Had that capital remained in the colony, is it not probable that there would have been a demand for the surplus stock?—The evil would not have been so great, but the keeping of the funds here would not have altogether prevented the evil.

44. Are you aware that during the last four years, 800,000*l.* have been expended on immigration, and that a great portion of the labour introduced has been unavailable?—I am aware that that sum has been expended, and that a large portion of the labour introduced has not been immediately available, because of the great number of women and children; and, with rare exceptions, the women will not do any field-work.

45. Must there not be a great difference, as to amount, between a land fund sufficient to provide security for a loan, principal and interest, and a land fund which should be sufficient, *per se*, to bear the entire expenses of immigration?—A very great difference.

46. May it not be possible to provide a land fund sufficient for the former purpose, although it may be impracticable to raise the latter amount?—I look forward to the land fund being again raised to something like what it has been in former years.

47. Do you think, then, that the land fund may be relied on as the means of paying principal and interest on such a sum as it might be thought advisable to raise by way of loan, to be expended in the introduction of labour?—I question whether it would be beneficial to expend the land fund, because I think that the demand for labour will so increase, as prosperity returns, that it will be our interest to lay out the entire land fund in the introduction of labour, and to leave the debt standing. Indeed I am disposed to think that no land should be virtually sold, but only the quit-rent, so that the Government would have a perpetual revenue from this source, and be unable to touch the principal.

48. Does not all that has now been said turn upon the expectation that there will be a profitable market created to the settler?—Certainly, all must depend upon a profitable employment of the settler's capital, which cannot exist without the creation of markets for his produce.

Wednesday, 20 July 1842.

Matthew Henry Marsh, Esq., of New England, called in, and Examined.

M. H. Marsh,  
Esq.

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1. THE Committee understand that you are engaged in sheep farming in this colony?—I am so engaged beyond the boundaries of location.

2. How long have you been so engaged?—For nearly two years.

3. In what district?—In New England.

4. Have you experienced any difficulty in carrying on your operations, from want of labour, or otherwise?—When first I commenced my operations, I experienced considerable difficulty, owing to the ill-behaviour of my men, and my inability to discharge them, in consequence of the then scarcity of labour. Labour now is more plentiful; and being able to supply their place without much difficulty, I discharge men who behave ill, and give additional wages, according to agreement, to those who behave well, which I find promotes good conduct.

5. What do you consider the total expense of a shepherd at this time?—I give generally 25*l.* a-year and rations, and 5*l.* extra to men who behave well, besides presents at the lambing season and on other occasions. The rations which I give consist of ten pounds meat, ten pounds flour, two pounds sugar, one quarter pound of tea, and two ounces of negro-head tobacco, a week. I generally allow married men half a ration for their wives, and there is a deduction, not however equal to the half value of the ration, in their wages, where the women cannot make themselves useful by washing; and where a man has a son who can shepherd, two rations are amply sufficient for the family, even should there be another child, as where a woman cooks, the waste must be very much less than is generally the case. What their

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cost is I cannot easily calculate, as I grow my own wheat; and in making an estimate of the cost, I must take into account various expenses attendant on wear and tear of ploughs, bullocks, fencing of fields, reaping, thrashing, grinding, &c. My actual yearly expenditure in money for the purchased articles, tea, sugar, and tobacco, does not, I should say, exceed 4*l.* per man. The meat issued is of course produced on the establishment; there is a further expense incurred in providing the men with pots, pans, buckets, &c., which, although apparently trifling, amount in the aggregate to a very considerable item, chiefly owing to the great carelessness and waste of the men, which was a natural consequence of the late convict system, and is not yet entirely eradicated.

6. What would you consider the additional expense incurred in raising wheat?—I have one man grinding wheat about four days a week; reaping is a considerable expense. In grinding and thrashing I employ the labour of about one man per annum, besides a horse at the mill. The wear and tear of the horse, mill, &c., must be taken into consideration. I am now building a windmill to grind for others as well as myself, which I calculate, when completed, will save the labour of about twenty men in the district.

7. Since you have resided in the district you speak of, have the seasons been such as to enable you to grow wheat, and do you intend to continue the growth of wheat?—With proper management, a crop of wheat would never fail; I have had this year five different crops sown at different times, and all succeeded; there was about six weeks' difference in the time of their ripening.

8. Do you consider that as applicable to your own station, or to the colony generally?—I am speaking only of the district of New England; I know no other part of the colony where it is at all applicable; and in that district I am aware that many crops failed during the present year. These failures were, however, in my opinion, entirely owing to bad management. There are only about three of the settlers in the district who have grown enough wheat this year for their own consumption.

9. In engaging labour, have you found any difficulty in procuring agricultural labourers?—I have found no difficulty whatever in getting agricultural labourers from among the immigrants; but it is difficult to get them from among the ticket-of-leave holders, or expirers, few of the latter classes being able to plough, thrash, &c. I have no convicts on my establishments.

10. Do you consider the occupation of land, under a yearly lease, long enough?—I do not consider it long enough, in consideration of the large outlay upon buildings which it is necessary to make, and also the expense and risk of running stock to a new station. I have a station, the buildings on which cost my predecessors and myself near 1,000*l.*

11. Were those buildings so essential to the welfare of your station, as to induce you to lay out so large a sum on their erection?—I do not say that so large an outlay would be absolutely necessary. The buildings of which I speak could have been built good enough to answer the purpose for 600*l.* or 700*l.*

12. Then you would be satisfied if you had such a tenure of your station, as to length of time, as would enable you to retrieve this outlay?—A great many things are to be considered besides this outlay; it would be more advantageous for a man to give 800*l.* for a station, for 7,000 sheep, already formed, than to commence a station himself; he would save a very great expense and risk of catching disease, &c., in removing his sheep. There would be extra wages of men for travelling with the sheep; and it is probable that the first year his wheat crop, owing to the ground being fresh broken up, would be a partial, if not a total failure, and the consequent cost of flour would be very great.

13. Is it usual to sell those stations?—Very usual indeed.

14. Has the squatter power to hold his station against all parties but the Crown?—No doubt.

15. In case a person purchase a station already formed, would he have the same tenure and privileges as the original occupier?—Yes, he would be in exactly the same position that the original occupier stood in.

16. Do you proceed with these improvements on the assumption, that though the Crown has the power, yet it will not break up your establishments by selling them?—Most decidedly; we go on the ground, first, that it would be ruinous to the colony to break up this system; and secondly, that if the land were resumed by government, with a view to sale, it would, except in the times of a land mania, produce nothing whatsoever. It is obvious that it would answer no man's purpose to give anything whatsoever for the land, for the legitimate purpose of grazing; and it is to be hoped that the ruin to so many, and the general disastrous state of the colony now brought about by the land speculations of from two to five years ago, will operate as a warning to prevent people in future from buying land of no intrinsic value, and fit for no other purpose but to sell to others at a premium, who, in their turn, would sell again, until the bubble burst, and discounts were contracted. I am satisfied it can never answer any legitimate purpose to buy land for grazing, as the rent—the only real test of value—could be very little, if any at all. From ten to thirteen per cent, after deducting interest on capital, is all that the squatter now gains, and a smaller profit would not answer his purpose, considering the liability to disease amongst his sheep, and other casualties; it is clear, therefore, that he can afford to pay no rent.

17. Will you be so good as to shew, in the method of an account, what profit may fairly be calculated upon from sheep-farming on land occupied under pasturage license?—I consider that under the best management, and the most favourable circumstances, the wool may be made to pay the annual expenses, in which case the increase is the profit; and the difficulty in answering this question, consists in estimating the value of such increase in a colony where the price of sheep, owing to circumstances with which sheep-farming has

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nothing to do, is frightfully fluctuating. The only possible way in which the calculation can be made, is by supposing that the sheep farmer will be able to sell his increase at the same rate that he originally gave for his stock; it is well known that sheep have been sold in this colony within a few years, at from 3*l.* to 3*s.* each, and although the average price, and perhaps the real intrinsic value, is from 1*l.* 5*s.* to 1*l.* 10*s.*, let me first, for the purposes of this calculation, suppose the price of a mixed quantity of sheep (the way in which they are almost always sold), to be 1*l.* per head, and let me suppose that the sheep farmer has—

15,000 sheep, at 1 <i>l.</i> - - - - -	£. 15,000
Fixed capital, including buildings, working oxen, drays, horses, &c., necessary for carrying on an establishment of 15,000 sheep -	1,500
Floating capital, being an average of from thirteen to fifteen months' advance in wages, on articles purchased, &c., before the wool can be disposed of - - - - -	2,000
<b>TOTAL - - -</b>	<b>£. 18,500</b>

Out of 15,000 mixed sheep, about 7,000 will be breeding ewes, and the increase from them, after deducting the decrease amongst the whole 15,000, in consumption of mutton and deaths, may be put at 70 per cent., or in round numbers, 5,000; but one half of this increase must be wethers, which being a necessary article of consumption, and not the subject of speculation, are not liable to so great a variation in price; reckoning the wethers at 10*s.*, and the ewes at the original price, 1*l.*, gives 3,750*l.* as the annual profit on 18,500*l.*—that is to say, the sheep farmer, at the end of the first year, can sell stock to the amount of 3,750*l.*, and have the same number left as he originally purchased. It will be suggested, that if the average of the sheep is 1*l.*, and of the wethers only 10*s.*, the ewes ought to be worth something more than 1*l.*; but when it is considered that the sheep farmer, to keep up the character of his original stock, and, if possible to improve them, ought only to sell his oldest and worst ewes, perhaps 1*l.* is very little less than the value. Let me, in the second place, put the price at 10*s.*, which on 15,000 sheep is 7,500*l.*, and with fixed and floating capital as before, 11,000*l.*, which, with increase as before, and reckoning the wethers at 10*s.*, still gives 2,500*l.* as profit on 11,000*l.* Let me, in the third place, suppose that the original stock are purchased at 5*s.*, that is, 15,000 sheep for 3,250*l.*, and with fixed and floating capital as before, 6,750*l.*, increase as before, 5,000; I will now reckon wethers as worth only 7*s.* 6*d.* each, which gives the value of 2,500 ewes at 5*s.*, and 2,500 wethers at 7*s.* 6*d.* 1,550*l.* annual profit on an original investment of 6,750*l.* In times of such very great monetary depression, as to allow sheep to sink to 10*s.* and 5*s.*, it is true that the floating and fixed capital required will not be so great as at other times; horses, working oxen, &c., will be cheaper, and the price of labour will be somewhat lessened, from the inability of others to employ it in that wasteful and extravagant manner unfortunately too common in this colony, either in their own personal gratifications, or in wild speculation; but at the same time, most of the great expenses of a sheep establishment, such as taxes, ironmongery, tea, sugar, &c., will not be materially altered. The profit on sheep-farming, after deducting 10 per cent. interest, is from 10 to 13 per cent. per annum. These calculations are made without any reference to the casualties of the diseases of sheep, so dreadful in their consequences, and which even the best management cannot entirely ward off. Many are only applicable to districts where the sheep farmer can grow his own wheat. The profit I have spoken of, can only be obtained by the very best of management; and, I think I am within the mark in stating that it is not obtained in one case out of twenty. It may perhaps be obtained with a very small number of sheep as well as on a large scale, as although, in the latter case the proportion of expenses is less, in the former instance the squatter's own personal labour and exertions will be proportionably more. The calculations are also wholly inapplicable to a sheep farmer who has not ample room on his runs; where he is is the slightest degree hedged in and stinted at his stations, the difference is incalculable, as, under such circumstances, his flocks cannot be so large, and consequently his expenses will be greater; his sheep cannot be in such good condition, and consequently his wool and increase will be less; and in both instances to a degree of which no one who has not seen the fatal effects of overstocking can have the slightest conception; I am convinced that the indigenous grasses, with fair treatment, do not deteriorate in quantity and quality; but when a run has once been overstocked, and the grasses pulled up by the roots by the sheep, it is impossible to say how long it may be before the country can recover, as in this climate, where once vegetation has been entirely stopped by trampling down, or otherwise, it appears that an almost indefinite time is required before grass will grow there again, when the ground is bare, and open to the drought and the powerful action of the sun's rays.

18. At what distance are your stations from the port whence you ship your wool?—At present one is 250 miles, another 35 miles farther; but the new road will reduce the distance 100 miles; I have another station on the edge of the table land, near Darling Downs, which is about 120 miles from the navigation of the Brisbane.

19. Will that road proportionately lower the expense of transit?—It may reduce it by about 50*l.* or 60*l.* per annum; not more.

20. Suppose you had a better tenure of your land than you at present enjoy, or a right of ownership, by purchasing a small quantity, would that assist you?—Very much indeed.

21. Do you consider there is arable land enough in New England to cultivate wheat extensively?—I think so.

22. What is the extent of the district?—It is about 130 miles by 30.

23. What portion of that land is suitable for the growth of wheat?—I should say wheat might

might be grown upon about one-half, supposing the best system of English or Scotch farming were introduced; there is, however, a very large quantity of land that will produce good wheat by merely being ploughed and harrowed.

24. Have you any rotation of crops yet introduced into the district?—I grow a little maize where the soil is too strong for wheat, and some barley, oats and millet; but there is very little occasion to grow any food for stock, as the indigenous grasses of the country are superior to anything artificial.

25. You think wheat more congenial to the district?—Yes; but barley, oats and potatoes do very well.

26. Do the native grasses supply the place of all green crops?—The grass is fully sufficient in all ordinary seasons.

27. Do you make any hay?—I made some this year.

28. What is the general character of summer there; is the country subject to the drought as in other parts?—This summer we have had very slight rains, not more than eight or nine inches in all. The country, however, is in a very good state, and we have not in the least suffered from drought. I should say, upon the whole, the character of the country is rather too wet than too dry.

29. Is there any failure of water?—No; I know no place in the district half a mile distant from water.

30. Is it a country difficult of access or to travel over?—The table land may be galloped over from one end to the other; there is no obstacle, with the exception of two or three not very high ridges. The rise up to the table land is, however, difficult on all sides, particularly towards the sea.

31. Speaking of sheep only, you compute that the produce of wool pays the expenses; if stock remains at the present nominal price, do you calculate on a profit of 25 per cent.?—Yes, if the increase were saleable at the present nominal price; I believe, however, there are but very few stations where the wool pays expenses.

32. Do you suffer from hot winds?—Hot winds have never been known in the district before last summer, when it was said there was one; I do not, however, believe it, and did not experience it myself.

33. Is the climate such as admits of wheat being preserved above ground longer than a year?—Yes; there is no weevil; I have wheat now by me in stack of the growth of 1840.

34. Supposing the government were to allow a certain occupation of the pasturage for a large number of sheep, and to enable the occupier to purchase a portion of the station, on which to effect his improvements, do you conceive it would tend to improve the condition of the squatter?—It would materially improve his condition in a moral point of view. Many of the squatters, whilst resident on their stations, live in the most wretched way, and without any sort of comfort. When they come to Sydney, they spend their money extravagantly, and remain much longer than is necessary for the transaction of their business. They are in many instances away from home half the year, and even considerably more, much to the detriment of their property. The difference observable at stations where the proprietors are resident, and those where they are non-resident, is extraordinary. I think that if they had a permanent interest in the soil they would become much more stationary.

35. What sum do you think it would answer a squatter to pay for a portion, say one section, of the whole of the land he occupies, continuing to pay the 10*l.* for license, and the assessment on sheep and cattle as at present?—I think he might afford to give 12*s.* an acre, to be paid by instalments during five years; most people would purchase on these terms; but in no case should the purchase exceed one section, and where the stock was not large it should be very much less; the amount of the purchase-money should not bear interest.

36. The Committee assume that your observations are made on the supposition that the government regulations, with respect to water frontage, &c., would be enforced in the case of these lands as well as of those within the boundaries?—The case would then be materially altered; if the purchase cannot be less than one section, and both sides of the water frontage cannot be occupied, no person could afford to pay 12*s.* an acre; the price should not in this case be more than 6*s.*; the occupancy of both banks of the water is not so much for the sake of the run the water commands as for convenience in other respects; the most suitable sites for the buildings of a station are in places where the streams closely approach the basis of the hills, and the ground sloping from them affords a dry and sheltered position; in cases where such a choice is made, the buildings must of necessity be on one side of the river; the best place for cultivation is on the flat below, on the other side of the water; this is almost invariably the case at every station already formed.

37. Would they be called water frontages, according to the colonial custom?—I imagine that they would.

38. What number of stations do you consider to exist in the tract of country of which you have been speaking?—There are about 60 stations, exclusive of those on Darling Downs.

39. The Returns furnished by the Commissioners of Crown Lands shew 76 stations in New England; as you say there are about 60, how do you account for the difference?—I suppose them to be on Darling Downs, which are at present under the same commissioner.

40. Is the character of the country on the Darling Downs equally as good as that of which you have been speaking?—There is a very great difference; the Downs, I believe, are not at all suited for agriculture; the crops of wheat and maize have failed there this year; I have seen only one station myself, but I believe the general character of the country

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is similar to that portion of it which I have visited, and that is not suited to agriculture; the pasture is, I think, superior to that of New England, if the country is not subject to droughts.

41. Could supplies for the Darling Downs be obtained from the table-land without much difficulty?—I think they could, from some portion of it; but this could only be to a very slight extent, and to a very short distance, the carriage being so great, and drays having to be sent empty on purpose; whereas, if the squatters on the Downs obtained their flour from the coast, their return wool drays would, perhaps, be able to bring back their supplies of flour.

42. Do the Downs lie in a lower elevation?—Yes, from 800 to 1,000 feet below the actual fall of the table-land.

43. Suppose the plan of the purchase of a section were carried into effect, do you consider it would tend to introduce a class of tenants, or of small holders?—To a very limited extent, if at all; there would be no market for the produce raised by such small holders. The carriage to the thickly-peopled part of the colony must, for an almost indefinite period, be very expensive; the cartage of flour, for instance, would, at the present time, be considerably more than the value of the article on the coast.

44. Might they not sell sufficient to procure for themselves and their families as many superfluities as they now obtain in service?—Certainly not; their situation would not be at all improved by quitting service. I very much doubt whether in any part of the colony, the situation of a small farmer is as desirable as that of a labourer; and this would apply much more forcibly to New England, where wages are higher, and rations better, than near the coast.

45. You do not think, then, that the tendency of that measure would be to unduly promote labourers becoming themselves employers of labour?—Decidedly not; it would have no such effect.

46. Under present circumstances, what prospect has a labouring man of rising to the condition of an independent land-owner?—Any industrious man of decent habits cannot fail to save money. Most of my men are possessed of sums of money. I have two men who have between them more than 100*L.*, which is lent out at interest, and is yearly accumulating. A good man may expect at some time to rise to be an overseer, in which case he is almost sure to accumulate cattle and horses, which, as they run with his employer's and cost him nothing, is almost always allowed. In this way, a man may in a reasonable time acquire an independence.

47. Have they any disposition to invest that money in the purchase of land, rather than remain in service?—They have some disposition to speculate in land, but not to purchase with a view to occupying it themselves.

48. Have you ever turned your thoughts to the possibility of giving the shepherds an interest in the flocks rather than wages?—I have thought of regulating the amount of their wages by the number of sheep under their care, but I think that payment in stock would be attended with numerous difficulties.

49. You are of opinion that to raise wool to any extent, the flock-masters must be men of capital?—Decidedly; the floating expenses are so very large. I must now myself provide for expenses up to March, 1843, and have not yet received the account sales of the whole of my wool (and consequently not the full value of it) of the clip of 1840. To carry on sheep-farming it would be necessary to have a floating capital equal to an average of about one year and a quarter's expenses.

50. That state of things will be lessened when the distance from the shipping ports is shortened?—Slightly so; but even supposing the settler to receive immediate payment for his wool, he would have been obliged to procure supplies for his station during the previous year in advance; it is of the greatest consequence to a squatter not to be in debt in his agent's books; I know instances where parties, having to pay interest on borrowed floating capital, are on the very verge of ruin, while their immediate neighbours, under circumstances otherwise the same, but having prudently reserved sufficient money for floating capital, are thriving.

51. Then you think it more advisable, in commencing sheep farming, that the settler should not expend the whole of his capital in stock, but keep a portion to meet expenses?—Decidedly.

52. Is it practically a matter of much difficulty to determine the boundaries of the different stations?—By no means; little squabbles sometimes arise; but there have been scarcely any cases of dispute brought before the Commissioner.

53. Do you think the district is too extensive for one Commissioner?—One Commissioner can well perform the duties of the district of New England, not including Darling Downs.

54. Are you much annoyed by the native blacks?—No, the blacks have not been troublesome lately; whenever attacks have been made by them, they have in general been caused by injudicious treatment of them on the part of the settlers, in attempting to civilize them prematurely; there is, I should say, a strong disposition in their favour, as well amongst the men as the settlers, and consequently they sometimes get them to come to the stations before they fully know the power and habits of white men; and murders and atrocities are sometimes committed by them, which would not have occurred if they had not been admitted to the stations before they had got gradually acquainted with the customs of the whites, from civilized tribes or otherwise.

55. What time do you think it would take to teach newly arrived immigrants shepherd-ing?—They might learn the duty in ten days; one of my best shepherds is a boy of about  
13 years.

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13 years of age, and began shepherding for the first time in his life with me about 14 months ago.

56. Do you allude to persons used to a country life?—Yes; mechanics, and others used to a town life, do not like shepherding. In general I prefer the Irish as shepherds; they are very apt, and make good bushmen; they are less afraid of losing themselves in the bush than Englishmen.

57. Then you have no dearth of labour in your district?—Not at present; I do not wish to see wages reduced much more if the men are good.

58. Are there many convicts in your district?—Very few.

59. Have you observed any change in the character of the people in consequence?—I consider that the character of the people has been most decidedly improved; ticket-of-leave holders, and expirers now no longer boast of having been transported to the country, as they were in the habit of doing some time ago, but wished to be classed among the immigrants.

60. How many sheep do you keep in a flock?—Up to 1,500.

61. Do you find that answer well?—I do.

M. H. Marsh, Esq.

20 July 1842.

Thursday, 21 July 1842.

Evan Mackenzie, Esq., of Moreton Bay; called in, and Examined.

1. THE Committee understand you are an occupier of land for pasturage beyond the boundaries?—I am.

2. In what district?—In Moreton Bay.

3. At what distance from Brisbane Town are you settled?—About from 60 to 70 miles.

4. Have you easy communication for your produce?—Yes, I have two roads.

5. Where do you ship your produce; is there no other port nearer to you at which produce might be shipped?—At Brisbane Town; I could ship at Limestone (in a punt), which is higher up the river; but it would not be nearer for me; there is a sufficient draft of water from Brisbane Town to Limestone, but there are some rocks in the river, which will require to be blasted.

6. Can you at all calculate what extent of ground you occupy for grazing purposes?—I have no accurate idea of the extent; my neighbours are my limits at present; the limits are determined by a ridge on three sides, and by an impassable mountain at the back.

7. Could you not form any computation as to the extent?—I think about eight miles square.

8. Is the soil very suitable for pastoral purposes?—Portions of it are so.

9. But is it adapted for sheep or cattle?—For both; but perhaps the nearer the coast the better for cattle.

10. What is the general size of your flocks?—What are called dry flocks, we generally run to about from 800 to 1,100; on an average about 1,000; but in a flock of breeding sheep, seldom more than 700.

11. What number of men do you employ to superintend your flocks generally?—One man as shepherd to the dry flock, and a hut-keeper attending two flocks in fold at home; the lambing flock requires another man occasionally.

12. What would be a fair average of men to attend 2,000 sheep?—About one man for every 700.

13. Do you discover any defects arising from running your flocks in such large numbers?—Yes, they do not get fat so soon in large as in small flocks; I find no other disadvantage, except as regards sheep for slaughter; the wool and health of the sheep are kept up.

14. Have you any difficulty in procuring the supply of labour you require on this calculation?—I have not as yet; I have imported almost all my servants; I have not depended on the Government Immigration.

15. Do you consider that that arrangement has been more advantageous to you than if you had been dependent upon a supply of Government labour?—Had the amount that was given for wages been the same now as when I commenced to import, I should have been a large gainer; but as the rate of wages has diminished, I think on the whole I have been a loser.

16. Had you facilities greater than general in having labour sent out to you?—Yes, I had friends at home on whom I could rely; the labourers were mostly sent from my father's property; they were personally known, and had a wish to follow me; but where the men were not known, my father had great difficulty in inducing them to come out, on account of the evil reports current concerning the colony; they were labourers at home, and readily learnt to become shepherds; about three months was sufficient to teach them.

17. Can you state what the general average of wages is in your district for shepherds?—At present the wages of a good shepherd are 18*l.* to 22*l.* with rations, which consist of 10 pounds of meat, 10 pounds of flour, and tea, sugar and tobacco, the value of which would be 18*l.* per year.

18. What proportion of that is the produce of your own farm, and what amount do you purchase?—As yet I have had no opportunity of growing wheat, or other agricultural produce.

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19. But do you contemplate hereafter raising produce on your own station?—Certainly.  
20. Do you consider the climate of your district adapted for the growth of wheat?—I should say it was very well adapted for maize, and also for wheat, but there have hitherto been very few experiments tried.

21. Can you give the Committee any information as to the number of stations, and the quantity of land uncultivated to which your remarks refer?—From seven to ten stations; the land under cultivation is too inconsiderable to mention.

22. But from your knowledge of the district, you have no doubt as to the productiveness of the soil?—It is most undoubtedly very productive.

23. Is the district subject to hot winds?—No; I have felt no hot winds during my residence there—about 10 months including last summer.

24. Is the district sufficiently supplied with water?—Well supplied.

25. Do you consider that upon the present system, the price of wool pays the expenses of an establishment, and leaves a remunerating sum besides to the wool grower?—It certainly does not pay the expenses of a new establishment; and if it does pay the expenses of an old one, which I doubt, there would be no surplus;—I speak of the wool.

26. Is there such a sale of the surplus stock as might make up the deficiency in the profit?—Hitherto there has been no sale at the Bay.

27. Is it in your power to suggest any measures likely to improve the present deficiency?—I think that a plentiful supply of labour would be the best method.

28. Have you likewise attended to the management of cattle?—I have in other districts, but my cattle have not yet arrived at Moreton Bay; they are now on the way.

29. Supposing your cattle there, and multiplying; how do you contemplate disposing of your surplus?—At Brisbane Town, and by salting; only two months in the year the heat would interfere with the process.

30. Of what nature do you consider the market at Brisbane Town will be?—I consider a market might be opened, both for consumption on the spot, and for exportation.

31. Have you calculated the expenses of a salting establishment, as compared to the profits to be derived from it?—I am not versed in that matter.

32. Are you sufficiently acquainted with the woods of the colony requisite to make casks?—The varieties of wood are very great, especially at Moreton Bay, and I think it very probable that some may be found fit for casks.

33. Do you consider that tobacco, sugar and coffee might be grown there?—Sugar and tobacco, I know, can be grown, but I am not acquainted with the culture of coffee; arrow-root grows extremely well; also maize, which is a very prolific crop; sweet potatoes, yams, bananas, grapes, oranges and fruits, of almost every description, are growing in the district at present.

34. Then you consider that the articles of export from Moreton Bay might be considerably increased?—I do.

35. What do you consider the chief disadvantages of the district?—The hostility of some of the aborigines, and hitherto the want of a market; I have myself, and all my neighbours, suffered from loss of sheep, and attacks from the aborigines.

36. Are they in considerable numbers in the district?—I should say there are about 1,000 in the whole district.

37. Has it been found possible to approach them, so as to hold communication with them without danger?—It is after they have become used to our manners a little that they commence their attacks, and therefore it is safe always to keep them at a distance; so long as they remain ignorant of our weakness there is no danger.

38. Then you would consider at present all idea of improving their condition almost hopeless?—I think it hopeless.

39. Do you consider that the insecurity of the tenure of your station is an impediment to your making improvements?—Most certainly; we consider ourselves merely yearly occupants, having no security beyond the lease for a year.

40. Could you make any suggestion to improve the tenure of the station, and thereby the condition of the occupier?—I think by lengthening the lease to a period of five years, and leaving the terms of occupation the same as at present.

41. The Committee understand that the domestic arrangements on the stations in the interior are in a very imperfect state, owing to the shortness of the license; do you consider that extending the lease to five years would induce the occupiers to build good and substantial houses?—Certainly, if the improvements were taken off his hands at a valuation, at the expiration of the lease.

42. Supposing at the expiration of the lease, that no person was found to take the improvements at a valuation, might it not be more satisfactory if he were to become the purchaser of a small portion on which these improvements were made?—I should prefer extending the lease at the option of the lessee, with a proviso, that at the end of the extended period he should give up all claim to the land and improvements.

43. Might it not be more satisfactory if he were to become the purchaser of a small portion on which the improvements were made?—It might, were the price of land such as he could afford to give; but at the present price of 1*l.* per acre, it would certainly not be in his power.

44. Would the difficulty be diminished, if instead of paying at once, he was allowed to pay by instalments every year?—It certainly would, in a great degree, and render the occupier much more willing to purchase.

45. Do you think that the indisposition to purchase at present arises more from want  
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of capital, or a fear that a realization will not be made?—More from the apprehension that it would not make an adequate return than from the want of capital.

46. Then is it to be concluded, if it could be promised that an advantageous return of the capital would follow, there would be no want of persons to embark?—I certainly think that there would not be any want of persons to embark the capital.

47. If the terms of payment were thus rendered completely easy, and a continued immigration kept up, so as to keep the price of labour at a moderate rate, may it be concluded that persons would be found willing to purchase to the limited extent that has been mentioned, even though the price were fixed at 1*l.* per acre?—Certainly not, with the present price of wool.

48. Do you not think, with all the advantages you have mentioned, that such a plan would be productive of advantages even independent of sheep farming?—Where the purchased land is near a market or water carriage, it might possibly be productive.

49. Is the district calculated for small farms?—Many portions of the district are exceedingly well calculated for small farms.

50. Might not then the purchaser of a section sublet small portions of it to persons, and thereby remunerate himself considerably?—Provided his section would not interfere with his grazing establishment. I think where the tenants are judiciously chosen, it would repay the proprietors by additional comforts, as well as in other respects.

51. Do you think the effect of such a plan would give too great facility to labourers to become occupiers of land, and consequently become employers of labour themselves?—I do not think so; I think there is a sufficient check to prevent their being employers. I do not think it would at that price give any undue facility; besides, their services would not be lost.

52. Under present circumstances, what prospect can a labouring man entertain of ever raising himself above that condition?—At present his prospects are very slight; it is morally impossible that he should become a proprietor.

53. Are you aware in what manner they dispose of any surplus or savings from their wages?—Those who are prudent either deposit it in the savings' bank, or in the hands of their employers, at interest.

54. Speaking only of prudent persons, do you think they would be willing to embark their money in the purchase of land, if facilities were afforded them?—Those who had any trade to depend upon besides the land, would certainly do so, but not mere labourers.

55. Should you not consider it preferable to have people scattered about your district, than the desolation, if it may be so called, by which you are at present surrounded?—I think it would be a great advantage, and personal security would be greatly improved.

56. Might it not afford a greater opening for moral and religious improvement than at present exists?—Most certainly.

57. You say there are 10 stations at Moreton Bay, do you include the Darling Downs—are you aware how many stations there are on the Downs?—The 10 stations I have spoken of are exclusive of the Darling Downs; I should think there are 20 to 25; Brisbane is the outlet of the whole of that country.

58. Speaking of the seven to 10 stations, you have mentioned to be on this side the range, what quantity of land do you suppose to be occupied by them?—There are about 40,000 acres to each station, that is speaking vaguely; miles even are not computed.

59. Do you think it would be judicious to lock up so large a portion of land for five years, merely to sell from seven to 10 sections?—I see no other way in which the land could be made serviceable; it would be preferable to the present mode of sale.

60. But if there were the power to put up a section, do you think persons would purchase?—I think not, at present prices, except in the immediate neighbourhood of towns.

61. You infer, then, that without a sheep station, persons would not purchase?—Certainly.

62. If that land was liable to be put up for sale at the end of the lease, would persons make improvements?—No, I certainly think not; my opinion is founded on the presumption that the land would become their own, without competition, at a moderate price.

63. Do you think if they were guaranteed the value of the improvements at the expiration of the lease, would persons be willing to enter into the arrangements spoken of?—If they were aware of that they would improve, but not make permanent improvements to the same extent.

64. But as relates to improving the country, both morally and physically, you have no doubt the system would be advantageous?—I have no doubt that both morally and physically the plan would be advantageous.

65. Do you think that would be a preferable mode to selling as much land as he chose, at such a price as would remunerate the purchaser, and enable him to carry out his improvements?—I think it would perhaps afford the settler a better chance of purchasing than the speculator, as no one would be likely to rent a sheep station, who had not the stock.

66. What price do you think a settler can afford to give for land for sheep farming?—About 2*s.* 6*d.* per acre.

67. Do you think that any one on such an uncertain tenure would be likely to advance money to make improvements?—The value of the improvements being guaranteed by Government, the lender would, to the extent of that guarantee, advance money, but would not advance so much as if the settler owned the property.

68. Do you understand it to be contemplated that the holder of land upon this proposed system is to be at liberty to put up the section to auction at the ordinary price in the first instance



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instance?—I do, for sale, but not by auction; there is no uncertainty, except as to whether the settler shall retain the land or not.

69. What are the facilities for building in the district?—Brick earth, stone, lime and timber are plentiful; coal is also to be obtained, and timber for fencing; coal is found near Limestone, and elsewhere in the district.

70. Do you consider that the permission to import coolies would tend to improve your condition in Moreton Bay, both physically and morally?—I think it would, decidedly; I do not think that it would tend to produce immorality; on the other hand, they would be improved.

71. Do you not think that the present low price of stock, and the facility of obtaining it, ought to operate as an inducement to persons to come out and invest their capital in it?—In the present state of the country, I am of opinion that the uncertainty of obtaining labour more than counterbalances the inducement held out by the low price of stock.

72. Then you are of opinion that a loan should be obtained for the purpose of introducing a supply of labour?—Yes, provided the interest of the loan be paid by the proceeds of the sale of land. Indeed, I think that the first thing requisite to relieve us, unless coolie labour be introduced, which might be effected without a loan.

Thursday, 21 July, 1842.

*Frederick Ogilvie, Esq., of the Clarence River, called in, and Examined.*

F. Ogilvie, Esq.

21 July 1842.

1. You have been many years conversant with the system of settling and sheep farming in this colony?—Yes, I may say all my life; in the concerns of my father, who is the owner of considerable property, and likewise holder of lands beyond the boundaries, in several districts; latterly I have been engaged in similar pursuits on my own account.

2. In what district is the land principally situated which you occupy on lease?—Clarence River.

3. What distance is that from Sydney?—About 250 miles by water.

4. Is it in that mode that you chiefly communicate with Sydney?—Entirely.

5. Where do you ship your produce?—At the Clarence River.

6. At what distance from the mouth of the Clarence?—About 25 miles in a straight direction from the coast.

7. What size vessel can come that distance up the river?—The largest vessel that has ever been up was about 150 tons, but she did not then either come in or go out with full cargo.

8. Is there a bar at the mouth, and if so, what depth of water is on it?—The shallowest part is within the bar, where at high tide there is about nine feet water.

9. How long have you been in the habit of shipping wool at that port to Sydney?—Two seasons.

10. Have you found reasonable facility in doing it, so that you would be encouraged to go on?—I have found much facility.

11. What number of stations are there connected with your family on which you have control?—Eleven stations, extending about 14 miles along the river, and in depth about an average of from two miles to two miles and a half on each side.

12. Is the soil in that district peculiarly fit for sheep or agriculture, or what purpose?—There are portions fit for each purpose; some for sheep, some for cattle, and some for agriculture; most of the upper part of the river is not very rich, and is fitter for sheep than cattle; nearer the mouth of the river there is rich alluvial land, which will be found very valuable for agriculture.

13. Is it a country which admits of the sheep being in large flocks?—No, not to the same degree as interior districts, there being a good deal of wooded and broken ground.

14. What do you consider your average number?—From 600 to 1,100 or 1,200; but sheep are capable of being run in much larger flocks in new countries than in those places which have been longer stocked, in consequence of the grass not having been eaten off, and there being a better selection open.

15. What number of men do you consider necessary for the management of a flock of 1,000 sheep?—One man, with half the labour of another man, that is, three men to two flocks, or about 1,600 or 1,800 sheep, exclusive of men raising and conveying food; many others are required on particular occasions.

16. Could you calculate what would be the number you require, including all these things?—To between 12,000 and 13,000 sheep we have 30 men.

17. Do you raise any agricultural produce on which you employ these men?—Yes; we have brought into cultivation this year about 12 acres, but this quantity is not sufficient to supply the wants of the station.

18. This would give then, for all purposes connected with sheep, about one man for every 400 sheep?—From the beginning of August to the end of December, we require extra hands for lambing and shearing; for the latter, for about two months, we require 10 or 12 extra hands, and for the former, about four or five.

19. Do you raise the whole of your agricultural supplies on the station?—With the number of men I have employed hitherto, I have not been able to bring a sufficient number of acres into cultivation, but I intend to cultivate more, and anticipate in good seasons to be able nearly to do so, but in bad ones we shall be obliged to purchase.

20. Would extra hands be necessary for that purpose?—I think that that number would be sufficient.

21. Do you find any difficulty in obtaining the supply of labour you require for your operations?

operations?—I have not for the last 18 months found any difficulty in hiring men in Sydney, and defraying the expense of their conveyance to the Clarence River.

22. Has it been at a reduced rate of wages compared with those given before that period?—Yes, decidedly reduced.

23. What do you consider to be the present rate of wages for shepherds, farm labourers and useful men of every description?—Twenty pounds per annum, with rations, but rather smaller than formerly; the ration now given and purchased by us, is 10 pounds of flour, at 3*d.* per pound,—2*s.* 6*d.*; one pound of sugar, 6*d.*; two ounces tea, 4½*d.*; and salt, 1*d.*; that not purchased, is 10 pounds meat, at 2*d.* per pound,—1*s.* 8*d.*; or a total cost of between 13*l.* and 14*l.* per annum, supposing flour to be plentiful, and consequently cheap; I have paid as much as 50*l.* per ton, besides freight and other charges in the transport of it from Sydney to the Clarence.

24. Do you consider, at the present price of wool, and the facilities afforded for disposing of your surplus stock, that sheep-farming is advantageous?—I think that persons giving their whole attention, and with frugality, can (after they have once formed their stations) maintain them within the amount derivable from the wool; whether they receive a per-centage for their capital must depend upon the price which can be procured for the surplus stock; this of course only applies to those whose capital is already sunk in the business; I have no doubt that purchasing sheep at the present reduced prices would be a profitable investment, supposing the management of the business to be afterwards conducted with the care which I have before alluded to.

25. Do you consider, if, instead of occupying the land under yearly lease, it were proposed to purchase it, that it would be advantageous?—I think that would depend on the price at which it was proposed to sell the land; supposing persons were required to purchase a whole extent of run, I do not think they could afford to give any price approaching the lowest minimum price at which land has ever been sold in this country; if they were to purchase only water frontage commanding a back run, then they might perhaps afford to give 5*s.* per acre.

26. Must they not be better circumstanced now that they possess both the water frontage and the back run, without the necessity for any such outlay of capital?—There are some disadvantages in squatting, viz., constant danger of being turned out; the uncertain tenure under which the stations are held prevents people from making improvements which would otherwise be very profitable; and the expense and loss sustained in moving is very considerable.

27. What extent of land in your own case would suffice for making the improvements you speak of, which you are now unable to do from the uncertainty of tenure?—If the question merely refer to the improvements of a homestead, I should say that 640 acres would be sufficient, but I doubt whether a person occupying such a small portion would find it to his interest to make expensive improvements, unless he were secure of a sufficient run for his cattle at the same time, as in case of his being obliged to remove his stock to a distance he could not remain there with profit to himself.

28. Suppose a system which secured the occupation of the run for a certain number of years limited, upon the present terms, and subject to the assessment on stock, and enabling you to obtain the ownership of such ground as would secure the buildings, would that in any degree obviate the difficulty of which you speak?—It would depend much on the number of years for which the land would be secured.

29. Can you mention what you would consider the shortest period for which it would answer your purpose to obtain the land securely?—I should think 14 years would be the shortest; any longer period would of course be more advantageous.

30. As that would enable you to keep the greater part of your capital in your hand, would you consider it more advantageous than allowing you to purchase at 5*s.* per acre?—I think it would be more advantageous; but the question being new to me, and presenting many different points of view, I am unable to give a decided opinion.

31. Do you consider that the introduction of such a system might induce many persons to embark in sheep speculation, and so afford the old settlers a market for their stock?—I have no doubt, as such a system would be a very great improvement on the present one, that it would have that effect.

32. If it should effect an increased sale of your surplus stock, would that not be what is principally now wanting to render sheep farming profitable to the owners of flocks?—Decidedly so.

33. Would it encourage the residence of proprietors on the grazing stations more than at present?—I think it would, though a large proportion of proprietors of stock do now reside on their stations; I think it would also have the effect of making them be more constantly on the spot, and would make them settle themselves in a more comfortable manner.

34. Do you think that the present system is favourable to the social, moral and physical condition of the people beyond the boundaries?—As the sale of spirits is entirely prohibited in all the interior districts, one of the strongest incentives to vice is removed; from the necessarily scattered state of an entirely pastoral population, there is of course but little means of education, but the number of children in those districts is small.

35. Are you aware of the proportion of males and females in the district at this time?—The disproportion is very great, but I am not aware of the amount.

36. With reference to the navigation of the Clarence, has it ever been considered by you, or others, that by an outlay of money, the river might be made more navigable?—I

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am not acquainted with the subject, nor have I ever had any conversation with persons competent to form an opinion.

37. What materials have you for building purposes at the Clarence?—There is free-stone in many places, and I think plenty of brick earth might be procured; there are also the same kinds of wood as are found in other parts of the country, though the cedar is now nearly all cut; there are plenty of shells at the mouth of the river, but I have not seen limestone; there are pine bushes in places.

Wednesday, 27 July 1842.

*Alfred Robert Denison, Esq., of Cassilis; called in, and Examined.*

*A. R. Denison, Esq.*

27 July 1842.

1. IN what part of the colony are you settled?—My purchased land is at Cassilis, under Liverpool Range; and my out stations are on Melville Plains, about 12 miles from the Namoi River.

2. Are you an extensive proprietor of flocks and herds?—Yes.

3. You employ, of course, a considerable number of persons in the capacity of shepherds and stockmen?—Between 40 and 50 hands of different descriptions; I had more.

4. Have you diminished the number in consequence of the difficulty of obtaining men, or the increase of wages?—I did not reduce the number on account of either of these causes; some men I dismissed on the completion of buildings and wells upon which they had been employed; others I dismissed in consequence of extensive losses of sheep, which rendered the continuance of their services unnecessary. With a view to reduce my expenditure, I have also increased the number of sheep in my flocks, so as to diminish the number of men required for their attendance.

5. You state you have not decreased your establishment on account of difficulty in obtaining as many men as you desire; can you do so at satisfactory wages?—For the last two months I have been able to obtain men at tolerably satisfactory wages; but I am still giving higher than I can well afford to give; 20 £. per annum is the utmost which I ought to give in justice to myself; and I consider that these are wages amply remunerative to the labourer.

6. What do you value the rations at?—I estimate the rations of a man at about 17 £. per annum.

7. In that calculation, how do you estimate the portion of the produce of the farm given in the ration?—The produce of the farm is only meat, which I calculate at a certain rate.

8. What proportion in money do you estimate that produce to bear to the cost of the whole ration?—The actual outlay in money is about two-thirds; thus, the meat costs about 6 £., the other parts 10 £. 10 s. I would take this opportunity of observing, that the whole system of rations ought to be got rid of; the waste consequent upon it is excessive; the master might have his store so well supplied, as to be able to furnish his men at a low rate, and so remove that necessity for the continuance of the system, which the absence of retail shops might otherwise require.

9. Supposing the price of meat to remain as at present, and labour to rise above its present rate, under such circumstances do you consider that sheep farming could be carried on to advantage?—By squatters it might be, but certainly not by those who have purchased land—because there is no market for surplus stock.

10. Do you mean then, that if land were obtained upon easier terms than you obtained it, and stock were sold at a lower rate, it would be worth while for persons to engage in sheep farming?—It would depend on the terms on which land was procured; it can never be profitable to buy land at any price to feed stock, that is, to buy the entire quantity over which the sheep are to graze; I am speaking in reference to present circumstances, and from such experience as during a residence of two years I have been able to gain.

11. Your district has been visited by draught during the last two years, which has not been the case in other districts?—It has been the case with the whole northern parts of the colony.

12. Have you sustained great losses in consequence of those draughts?—Yes, I have.

13. Do you include that circumstance among those which may be considered as the fixed causes which render sheep farming unprofitable?—It is one amongst the causes.

14. Do you consider that the wool would pay the expenses of the sheep, including the interest on the purchase-money of both land and sheep?—Certainly not.

15. What do you assume to have been the prices given for land, sheep and cattle?—I am speaking of the price given by myself, viz., 15 s. per acre for land, 17 s. for sheep, and 5 £. per head for cattle.

16. The prices are at present merely nominal?—They are.

17. If stock were readily saleable at the prices mentioned by you, do you consider there would then be a profit?—I should say so.

18. Would these prices admit of any reduction, and yet leave profit?—I am not prepared with any calculation on that subject.

19. Would it not be necessary also, that the price of land should be reduced in like proportion?—Certainly, in order to leave a profit to the purchaser.

20. Have you found any difficulty in teaching the immigrants to be shepherds?—No, the occupation of a shepherd is readily learnt; it merely requires a little attention.

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The Hon.  
C. D. Riddell, Esq.

27 July 1842.

The Honourable C. D. Riddell, Esq., Colonial Treasurer, called in, and Examined.

1. THE Committee would wish to learn the opinion formed by you, from your observation of the progress of land sales, as to the prospect of obtaining a revenue during the next 12 months from that source?—I think with regard to grazing land in the colony, there is very little chance of raising much revenue at the present minimum price. I think some revenue should be obtained from good suburban land, if such exist in the neighbourhood of Brisbane Town.

2. Have you calculated what minimum price would be such, as to render it profitable to a person to become the purchaser of a large extent, for grazing purposes?—I have made some calculations, though not any very precise; I have been informed by very competent authorities, and I am myself disposed to think, that the average quantity of land required to feed one sheep is not less than from three to five acres; the actual value of purchased grazing land, estimated by the profit derived from it, must therefore be very small; but there are many persons wishing to purchase land for the sake of forming a property, who would give more than its actual value for grazing purposes, but who would not give a price so utterly unremunerating as the present minimum.

3. Then do you consider that the present minimum price acts as a total prohibition to the sale of land?—I do at the present time.

4. Are you enabled to state what quantity of land has been actually sold at that rate, during the last 12 months, in quantities of a section and upwards?—The Return which I made some time ago, by desire of the Committee, shows that there have been advertised for sale at 12s. per acre, about 132,353 acres in all parts of the colony; and at prices higher than 12s., 7,996, making a total of 140,349. Of those put up at a higher rate than 12s., 507 acres were purchased for 1,392l. 18s. 11d., being for the most part suburban allotments in the neighbourhood of Sydney. If this sum is deducted from the whole amount obtained for land during the last year, 5,515l. 5s. 11d., a balance of 4,122l. 7s. remains; but from this a further sum of 521l. 2s. must be deducted, as deposits to the extent of 57l. 18s. appear to have been forfeited, thus leaving a balance of only 3,601l. 5s. received for land put up at the minimum of 12s. per acre, during the year, from the 30th June 1841 to the 30th June 1842. Out of the number of acres put up at 12s., viz., 132,353, only 5,644 were actually disposed of; and of these, only three lots equalled or exceeded a section, the others averaging from 17 to 372 acres each.

5. Do you see any prospect of a revival of demand for grazing lands?—Not if wool continues at its present price, and labour be at as high a rate as it now is.

6. Do you see any prospect of a revenue from the sale of suburban and town allotments?—I do, in the neighbourhood of Brisbane. From the last sale, there appeared to be a competition amongst monied men and speculators, and the prices bid were very good. I have however since heard that those who purchased, without being acquainted with the locality, are discontented with their bargains, and that deposits to a considerable amount will be forfeited in consequence.

7. Can you form any approximate estimate of the whole amount likely to be realised during the next 12 months, from the sale of every description of lands in all parts of the colony?—I am not aware of the extent which will be put up; and even if I had this information I could form no estimate.

8. Putting out of the question the description of persons you have spoken of, who might give more for land than its actual worth, for the sake of profit by its re-sale, can you fix any limit to which the minimum price must be reduced, to encourage persons who look merely to a return for their capital, to become large purchasers?—No; I cannot fix any limit; people who merely look to a return for their capital will rather squat beyond the boundaries than purchase at any time.

9. If the minimum were reduced to 5s., or 2s. 6d., or 1s., or any other price you may fix upon, would it then suit persons to become purchasers for grazing purposes, bearing in mind that, as you say, it would take from three to five acres to keep a sheep?—I should say that if the price were reduced to 1s., it might answer to purchase in preference to squatting; but it would not answer to purchase at 5s. the whole quantity required; people might be found to purchase head or home stations, but they could not purchase their whole grazing land at that rate.

10. Do you suppose, then, that if the upset price were fixed at 5s., persons would engage in sheep farming, and thus afford a market for the surplus stock?—I think so to a great extent. I am credibly informed that there is a great deal of money now in the banks, which would be laid out in the purchase of land, if it were to be obtained at anything like a remunerating price.

11. You mean, then, that if such parties could obtain land at 5s., it would be worth their while to purchase stock, and this would create a demand for sheep and cattle which does not now exist. I think it would; it would create a demand for stock which does not now exist; not that persons would purchase the entire quantity of land required to feed their stock, but they would purchase to a considerable extent.

12. How then do you account for it, that that demand for stock does not exist where persons may obtain land beyond the boundaries, at a price even below 5s.?—They are two different classes of people; the money of which I am speaking belongs to individuals not now colonists, but who are supposed to be willing to make a permanent investment of capital in the colony.

13. Suppose that the squatter could obtain a property in some portion for his land, at a price



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price the Government might fix, would not that bring about sales?—I think that they would purchase a certain portion of the land on which their stations are, for the purpose of making improvements and rendering themselves more comfortable.

14. You assume that they would not purchase the whole extent they occupy, yet they would be willing to purchase such portion as would secure their buildings and other improvements?—I should think that if Government were now to allow squatters to purchase at 5s., a very large sum would be realized.

15. Do you not think that the ability to become proprietor of a certain portion of the run, and thus to effect improvements without risk of losing the cost of them, would encourage capitalists to lend their money to squatters to carry on their operations?—Any person possessed of well chosen land could raise money to a certain extent to enable him to carry on his operations. The fee-simple of a certain portion of run would be very valuable as being a fixed property.

16. If in addition to the purchase of a part, a lease were given, for a certain number of years, of the remainder of the run, would not the effect of that be to create a market for the increase of stock?—To a limited extent it would, if a lease were given for a certain number of years.

17. Are you aware that a difficulty, amounting almost to an impossibility, now exists on the part of the owners of stock in disposing of their surplus?—I am aware of it.

18. As you say that the measure just referred to would encourage persons of capital to connect themselves with such establishments, would it not seem to follow that this would create the demand for surplus stock, which you say does not now exist?—If any capital not at present laid out in stock could be brought into operation, it would certainly create a demand for stock, limited to the extent of the capital so to be laid out.

19. If investment of capital upon such terms would be profitable, and the demand for wool at the present price may be assumed capable of an indefinite increase, upon what grounds do you assume that the disposition to invest capital in this manner would be so limited?—It was not the investment of capital to which I alluded, but to the demand for surplus stock. The stations are most of them stocked already, and many parties occupying those stations are suffering from a want of sale for their surplus stock.

20. Do you believe that the country is now as full of sheep as it will admit of?—That I would not venture to say, but large graziers are stopping the increase of their flocks.

21. But as you admit that the plan suggested would make this application of capital beneficial, and that there is still government land unoccupied, which might be covered with sheep, why should there be a limit to the demand for sheep?—I conceive that sheep farming does not pay at the present price of wool, price of labour, and want of sale for surplus stock; though perhaps purchases might be made, as I have already mentioned, I do not think that even then it would be so profitable as to induce people to send capital into the country to be so embarked, unless they could, at the same time, secure a permanent interest for their families in the land of the colony.

22. Do you suppose that the demand for stock has reached its limit, and what measures would you propose to revive it?—I think it has reached its limit at this moment at the present price of land; but I think if the price of land could be lowered, and so the introduction of capital into the country be encouraged, the price of stock would be immediately raised.

23. But have you not stated you doubt whether any lowering of the minimum price that could take place would have the effect of inducing persons to become purchasers?—I think that the graziers in the country are so depressed that they would not be purchasers, but monied immigrants would come in with a view to purchase; the price of land at 5s. per acre being known in England would, I feel persuaded, induce capitalists to emigrate, and invest their capital in land and stock.

24. Do you consider then that purchasing land at 5s. an acre, with a view to put sheep and stock upon it, is a profitable investment?—No; but if monied immigrants could be induced to purchase land, they would then have to purchase stock also, which would create a demand for sheep and cattle which does not now exist.

25. Would not this create a revival of the demand for, and consequently tend to raise the price of stock, so as to render the investment of capital in stock profitable?—I am decidedly of opinion that it would.

26. To whom do you mean that the rise in the price of stock would be profitable?—To the present graziers.

27. Would that form part of the inducement which would arise to persons of capital to come from England?—I think not; they would look to their own profits only, and not to the interests of the present graziers.

28. Would not the knowledge of the prosperity of this colony induce capitalists in England to come out?—Most undoubtedly; it has done so before.

29. Do you think that a general impression of the prosperity of this colony would induce parties to bring their capital, unless they saw a reasonable prospect of prospering themselves?—No; but I think that a general belief of its prosperity entertained at home, would induce capitalists to emigrate, whether they invested their capital in stock or land, or in any other profitable investment.

30. Do you think that the expectations of those who have come out under the impression that the colony was prospering have been answered?—Not latterly, because they came out without a knowledge of the depression now existing; when they left England the colony was supposed to be in a state of prosperity.

31. Do you think if those capitalists, who arrived two years ago, and who, you say have been

been disappointed, had delayed their arrival to the present time, they would have had a better prospect of success, with reference to the present prices of land and stock, and supposing that they became squatters, and did not purchase land?—I think they would, because they would have made their purchases at lower prices, and so been enabled to keep part of their capital entire to meet the difficulties of the times, without running into debt; and thus, when any improvement takes place, which I sincerely hope may be the case before long, they can turn it to immediate advantage.

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Wednesday, 27 July 1842.

*Lachlan Macalister*, Esq., called in, and Examined.

1. You are extensively engaged in sheep farming?—Yes, and cattle farming also.
2. You have stations in the district of Corner Inlet?—I have.
3. Do you find any difficulty in obtaining labour in that remote part of the colony?—I am obliged to send labourers from here, and have much difficulty in getting them down; I have also to pay their expenses.
4. Have you been able to obtain labour at a moderate rate at Corner Inlet?—No.
5. What wages do you give shepherds and labourers there?—I have none at less than from 24*l.* to 30*l.* per annum, and some few at 32*l.*
6. Does that include families?—I have only one family.
7. Is there any demand for stock in that district?—It depends on the market in Van Diemen's Land, where there is now a market; I have a vessel plying between Corner Inlet and Hobart Town with fat sheep and cattle.
8. Do you obtain remunerating prices for them in that market?—Such as have been sent have brought very fair prices; about 14*l.* per head has been obtained for bullocks, and I have some for which I am led to expect 17*l.*
9. Do you find that you can still undersell the grazier of Van Diemen's Land?—Assuredly we can; Van Diemen's Land has been overstocked for the last 14 years; they must provide artificial food.
10. Have you raised any grain in the district of Corner Inlet?—I have a crop in the ground this year for the first time.
11. Are you enabled to state whether it is favourable to the growth of grain generally?—It is impossible that it can be surpassed either in this colony or Van Diemen's Land.
12. Have your opportunities of observation in Van Diemen's Land been such as to enable you to judge of it?—I was in Van Diemen's Land for 13 months in the army, and subsequently I visited it, I think in 1837, and travelled across the country from Port Dalrymple to Hobart Town.
13. And from what you saw there, and also from past experience, you come to the conclusion that wheat may be raised as plentifully at Corner Inlet as in any part of Van Diemen's Land?—Assuredly, and in immense tracts of it; there is a larger tract of land there available for agriculture than I have seen any where in the colony.
14. How long have you had stations in that part of the country?—For better than two years.
15. Has there been any drought there during the period that it prevailed in other parts of the colony?—There has been none there since my cattle went down in 1839.
16. Is the district well watered?—It is.
17. Could you describe how it is watered?—The district is bounded to the northward and westward, and south-west, by the Australian Alps, the summits of which are covered with snow; these mountains give rise to six considerable streams, or rather rivers, and each of them navigable from 10 to 15 miles, from a very large fresh water navigable lake, called Lake Victoria, by Mr. Angus MacMillan, who first explored that part of the country in January 1840. These streams in the driest seasons run perpetually, in consequence of the melting of the snow on the mountains.
18. What is the extent of the district?—I think about 70 miles in length, and 30 to 40 miles in depth.
19. Do you state, then, that the greater portion of it is fit for agricultural purposes?—A great portion of it; on the banks of the rivers there is rich alluvial land, without either a tree or stone on it, and immediately fit for the plough, without any expense of clearing, exclusively of large tracts of brush land of the richest description.
20. Is the alluvial soil of considerable depth?—Of a very considerable depth; I know an instance of a native boy digging 14 feet; the soil to that depth was alluvial.
21. Are there many stations in that district?—Only 11 or 12.
22. Are they all abundantly supplied with labour, or does the great want of labour still prevail?—The want still prevails; the people who came out with Mr. Macdonnell, of Glengarry, when discharged from his employment after he had disposed of his stock, obtained higher wages than those given by him.
23. Do you think if it were thrown open to purchase, that much of the land would sell?—I have no doubt of it; the water carriage is so convenient; I can receive supplies in that district at a cheaper rate than at my residence at Clifton, 45 miles by land from Sydney.
24. In what manner are supplies conveyed to that district?—By water from Sydney; sometimes from Melbourne; vessels drawing from 11 to 12 feet can go in at low water; I think that a vessel of any size could enter at high water.
25. Do you think that land would sell readily in that district at the present minimum price?—A considerable quantity would sell, for agricultural purposes, if its quality was sufficiently known, but not for grazing.

*L. Macalister*, Esq.

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26. Do you think that there would be sufficient land in that district to raise grain enough to supply the present population of New South Wales?—I should certainly say that in that district might be grown as much wheat as is now grown in Van Diemen's Land.

27. Suppose it were proposed to raise a loan of 500,000*l.* for the purpose of introducing, within seven or eight years, an industrious agricultural population into that district, do you think from your knowledge of the value of land, that security might be given upon the land in that district, for the regular payment of interest at five per cent. on that loan, and the repayment of the principal within a limited number of years?—I have no doubt that the land in the district would afford ample security; some of it, were sufficient labour introduced, would let for 1*l.* per acre, and the produce would afford an ample remunerative return to the tenant.

28. Will you enumerate, as far as you are able, the several kinds of produce which you consider could be advantageously raised in that district, and what market might be found for them when raised?—It would produce wheat, oats, barley, rye, potatoes, clover, lucerne and all artificial grasses; turnips and all vegetables grown in England: all European fruits might also, I am persuaded, be grown there with advantage; for grain, Sydney would afford a market; and Van Diemen's Land would take the stock. The country is also admirably calculated for dairyfarms, the sward of natural pastures being extremely rich, and the milk yielding an unusual quantity of butter. I may have seen as good land in Ireland, but never in Scotland. The country is full of game, kangaroos, emues, wild turkeys, geese, &c.; there is likewise abundance of fish in the lake and harbour.

29. Have you turned your thoughts to the possibility of forming establishments there for the purpose of salting and exporting beef and pork?—I have taken it into consideration, and it was my intention to commence a salting establishment on a very large scale, but the imported salt beef has been selling at so low a rate, that it has been more profitable to send the stock alive to Van Diemen's Land.

30. What do you mean by the harbour of Corner Inlet?—It is an immense sheet of water, having, I suppose, about 100 islands in it; it is about 30 miles one way, and four or five the other.

31. Is there depth of water in the Inlet itself for ships to enter the harbour, and room for them to swing at anchor when they are in?—Abundance of room for vessels drawing 11 or 12 feet, even at low water; the tide rises 10 feet.

32. Have you ever had the opportunity of hearing the opinion of a naval man upon the recommendation of the harbour?—I have had the opinion of two masters of vessels who were there; they state that the entrance is perfectly safe for vessels drawing 11 or 12 feet water, at any time of the tide, and that at high water vessels of large tonnage could enter; the anchorage within the bar affords security for vessels of any size; it is considered a better and safer harbour than Port Phillip.

Thursday, 28 July 1842.

Sir Thomas Livingstone Mitchell, Knight, Surveyor-General, called in, and Examined.

Sir T. L. Mitchell.

28 July 1842.

1. THE Committee are desirous of obtaining from you information as to the prospects of the Land Fund during the next twelve months; can you form any estimate of the probable amount?—It is impossible for me to do so, as I am not at all aware what price his Excellency the Governor may fix upon any land which may be put up for sale.

2. Is there any probability of any large portion of grazing ground being sold during that period?—I should say it was not at all likely.

3. To what cause do you attribute the falling off in the demand for land?—To the present embarrassed affairs of those engaged in sheep speculations.

4. Do you think that portions of agricultural lands are likely to be sold?—I am afraid not; I have one particular reason for making this answer; the pressure of the times will bring into the market a quantity of eligible and improved lands, already in private hands, which will of course be purchased in preference to the wholly unimproved lands remaining in the hands of the government. I would suggest, as a means of effecting some sales in the mean time, that such lands as are measured and ready for sale, should be put up at the minimum price of 12*s.* per acre, which might be tempting to speculators now, whilst the colonists are under the impression that a permanent value is to be given to all lands in the colony by Act of Parliament, of either 1*l.* or 2*l.* per acre.

5. Do you consider that, when such a price has been fixed, there will be a demand for land?—I think the permanency of price is likely to enhance, after a time, the value of land in general.

6. From your experience in the colony, do you consider the ordinary lands to be worth 1*l.* per acre?—I do not; I look to the return for the interest of money, and how it is derivable from the land; and doing so, I cannot see how it can make a return adequate to the purchase price of 1*l.* per acre. Whether I am right in fixing a value from immediate prospects of a return from the land may be questionable, as the purchasers of land in these new colonies seem all, more or less, to speculate on the future value; and which, reviewing the progress of the colony, until now, cannot, perhaps, be termed wholly an imaginary value, if its future prosperity were sure, or likely to be like the past.

7. Do you allude merely to grazing lands, or to lands for other purposes?—I allude to both kinds of land. The purchaser of either looks to its becoming ultimately valuable for other purposes; the arable land for subdivision, and the purposes of increased population; the pasture land to be finally peopled and cultivated.

8. Would

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8. Would not the effect of fixing so high an upset price be to render the great bulk of lands in the colony unsaleable for an indefinite period?—It would.

9. Measuring the value of the land by the return which it will yield at 1 *l.* per acre, do you consider that under such circumstances, parties with capital would be induced to emigrate from England to the colony?—It seems to me very doubtful that they would, if land is not to be had for less than 1 *l.* per acre.

10. What effect do you consider the low upset price of land, which prevailed from 1831 to 1838, had in inducing the parties to emigrate to the colony?—It seemed to increase immigration progressively; at least the sales increased; I am far from taking the sales of land however as a test of the increase of immigration, as much of the lands sold were purchased by old settlers. I do not think the low price had any direct effect in increasing immigration, but I have little doubt that the raising the price from 5 *s.* to 12 *s.* an acre has tended much to check that immigration which was setting towards Australia when I was in London. To the numbers of emigrants who consulted me there, my advice constantly was, "Avoid competition at sales—there is abundance of land; give no more than 5 *s.* per acre;" and I have had the mortification to meet such persons in the colony, complaining of the sudden rise in the price; and have witnessed the return to England of whole families who came here to settle.

11. Were not the old settlers enabled to purchase land, by having a ready sale for their surplus stock, to persons arriving with capital?—I think the high price of wool was the chief source of their means of purchase, together with the cheapness of labour; they had the means then of improving the land. Much land had been given to whoever had 500 *l.* ready for the improvement of each square mile so given, when convict labour was also available for that purpose; now the buyer of a square mile must part with at least 500 *l.*, and has no convict labour for improving it. The money goes out of the country to pay for the introduction of many non-productive consumers, as women and children are for the most part, thereby increasing the necessity at present for sending more money still out of the country to bring wheat, potatoes, &c. from other countries for their present maintenance, however much such additional population may finally become productive.

12. Was not the principal source of profit to the grazier from the sale of his surplus stock rather than from that of his wool?—That was another source of profit, and I believe very considerable.

13. Supposing that a loan were to be raised, do you consider that the extent of unalienated lands in the colony would afford security to a considerable amount for such a loan to be applied to the purposes of immigration?—I very much doubt whether it would, without a better prospect of making those public improvements necessary for bringing land into the market at present prices than exists at present.

14. To what public improvements do you chiefly allude?—The formation of harbours, construction of bridges, opening of roads, the stumping and burning off wood for the purpose of opening streets in towns, the farmers requiring a market, to which towns there must necessarily be roads; it seems to me quite clear, that without such works being effected, at least in some parts, first, the lands could not be sold in such manner as to afford support to even an agricultural community.

15. Can you suggest any measures by means of which such improvements could be effected?—By the introduction of labourers.

16. Supposing it were determined to establish a system of periodical land sales, can you inform the committee of the extent and general description of land, which, in your opinion, might be brought forward at such sales within the next twelve months?—There are many portions which could be brought forward; but I cannot at present state to what extent, as so much ineligible land in this country is interposed between the spots which would be eligible to purchase.

17. But speaking in general terms, you suppose that a considerable extent of average land might be surveyed and offered for sale within the next twelve months?—I think so; but wherever I look, I find the construction of a bridge or the opening of a road requisite to render it saleable, or even accessible.

18. You have stated in a former answer, that you anticipate very small land sales, owing to the quantity of good and improved lands in private hands, which you expect must soon be forced into the market?—I have.

19. Do you not think it might be advisable, that the Crown should abstain from endeavouring to make any considerable sales, until the excess in the hands of private individuals is to a certain extent absorbed?—I think it would be rather in favour of the present colonists to do so, supposing there were purchasers to buy the land at 1 *l.* per acre.

20. When that absorption has taken place to such an extent as to remove the now existing inducement to sell private property at a reduced rate, will the natural tendency be to direct the attention of buyers to government lands again, and to encourage by degrees the purchase of them at the higher minimum price, which it is expected will be fixed?—I think it would.

21. You understand by excess of land, that individuals have more land than they can use?—I understand you to mean more land than there are purchasers for; or that the excess exceeds the demand.

22. Is it not a fact that there is three or four times more land used for grazing purposes than has been alienated by the Crown?—At least sixty times as much.

23. Can you say what effect the raising of the minimum price of land by the Government has had on the landed property of the settlers?—I do not think that it has had any effect, at least on the value of cultivation lands, which depended chiefly on the improvements

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made upon them; but the mere grazing lands purchased at 5s. an acre were of course saleable at a higher figure.

24. To what, then, do you attribute the present depressed state of the settlers?—To various causes: the sending so much money out of the country as 800,000*l.* to increase the consumers of an article in part brought from South America; the sudden deprivation of convict labour; the great fall in prices of wool; and, as I have understood, from excess of commercial shipments. I should say too, that the raising of the price of land was another cause; the raising of the upset price from 5*s.* to 12*s.* per acre I consider to have had a very injurious effect in checking that emigration of persons with money, which might have fructified in the colony.

25. Do you not think that the diminution of the commissariat or government expenditure in the colony has likewise materially affected the interests of the producers?—In alluding to the deprivation of convict labour I contemplated this amongst the evil consequences thereof.

26. To these causes, then, you attribute the distressed state of the settler, and the necessity for his bringing his land into the market?—As far as I understand the circumstances of the colony, I should say so.

27. To what do you attribute the want of a market for surplus live stock?—Chiefly to the want of additional immigrants with capital; that which was in it having been drained by the exportation of the land fund.

28. To what do you attribute the cessation of the introduction of immigrants with capital?—I should say chiefly to the sudden changes which have taken place in the price of land; the uncertainty which has been produced in the minds of people in England; and the consequent reaction of the speculative sales at Port Phillip.

29. Do you not think that the present low price of stock offers a favourable opportunity for investing capital in live stock?—I should say it was, were I certain that it had reached its minimum price; even at present rates I think it must be favourable.

30. The committee are desirous of being informed if you can oblige them with a plan of the land adjacent to Corner Inlet?—I can; I have a map here.

31. Will you have the goodness to explain to what extent the survey in that direction has proceeded?—The town of Albert has been marked out; and Mr. Townshend, the surveyor, has just arrived on Manero Plains, having completed a survey of the road to that point; and where he has been joined by two other surveyors who are to be employed with him in a general survey of the country towards Cape Howe and the eastern coast.

32. Have the approaches by water been sounded, and has there been found access for vessels of large burthen?—They have; vessels of considerable tonnage may approach within three miles of the township, near the point of junction of the rivers Albert and Tarra.

33. From the reports of your surveyors, can you give the committee any information as to the extent of good land in that neighbourhood?—I have not received Mr. Townshend's last report.

34. Will you have the goodness to state, whether your impression as to the general character of the land there is favourable?—Not so favourable as it was as respects the land immediately in the neighbourhood of Corner Inlet and Alberton; but I believe there is a vast extent of well-watered and very valuable land between that and the district of Manero.

Friday, 29 July 1842.

Mr. William Jaques, Auctioneer, called in, and Examined.

Mr. W. Jaques.

29 July 1842.

1. You are auctioneer for conducting the sales of Crown lands in Sydney, and have been so for many years?—I am, and have been so for eight years.

2. In your evidence before the committee in 1840, you will perhaps remember that you gave statements of what land fetched?—I did, taken from the sales' books.

3. Have you since seen reason to believe that such prices can no longer be obtained, or do you think land still retains that value?—Certainly, if there were funds at the disposal of persons to whom the purchase of lands must be an object of desire.

4. The question is put practically, with reference to lands which, on your former examination, you stated to have been sold at particular prices; whether, if the same lands were now put up to sale, you continue to think they would bring the same prices?—It would depend upon the spirit of competition which might exist at the time of sale; at present there is no competition.

5. Now, there is not that competition?—There is not, because there are not the same funds unappropriated as at the time of my last examination.

6. How long back do you trace that indisposition to purchase lands with avidity?—The first falling off of the sales arose from the contemplated division of the colony. Despatches arrived about the day before that fixed for the sale of certain lands at Moreton Bay, and the lots were withdrawn; since then there has been general embarrassment, and less speculation; parties were obliged to provide for their liabilities, and therefore refrained from expending money on real property, or from locking up their money in the purchase of what they might be unable to reconvert into money, should their exigencies at any time require it. I think also, that there was a general opinion that the minimum price might be reduced, and that other measures, more affecting other parts of the colony, might be adopted here; and therefore capitalists refrained from making purchases.

7. In stating your belief, that there was an expectation that the minimum price would be reduced, do you found your opinion upon conversations which you have had with

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with parties interested?—Upon general conversation with others, and from my own observation.

8. Have you perceived an equal disinclination to purchase town allotments?—No further than that local purchasers have already made their purchases; and as speculation has ceased, those who bought merely for resale do not now bid at the sales as heretofore.

9. Do you think that the belief as to reduction of the minimum price of land still prevails?—I think not, except with those who will retain their opinion in spite of all proofs that such will not be the case; if it was imagined that the minimum price would be raised, it would, I think, induce buyers to come forward.

10. What was the highest price obtained at the sale of Moreton Bay lands the week before last?—About 1,100*l.* per acre; and if cultivation and town allotments were brought forward, the prices which have been given, great as they are, would be increased upon.

11. Do you consider the expectation well founded, that if more land in the Moreton Bay district were brought into the market at this time, it would find purchasers at a high price?—I hear so from those who have purchased, and those who are inclined to purchase, in that district.

12. Did you discover from the parties who made these statements, that they had formed any well-digested plan for making such purchases remunerate them for the outlay; or do they, in purchasing, proceed merely upon speculation of selling them again at a profit?—I conceive that a great number of the purchasers intend to subdivide their purchases with a view to resale at a profit; others have purchased with a view to the immediate erection of stores, and other buildings from which they expect to derive immediate profit. There was also a great desire expressed for cultivation allotments; many inquiries were made at the sale, when more land suited for cultivation would be offered for sale.

13. You stated in 1840 that there was a growing spirit for the purchase of Crown lands; do you think that that spirit continued until the proposed division of the colony became known?—I do.

14. During what portion of the period of your holding the situation of auctioneer for the sale of Crown lands has the sale of them been most brisk?—Upon the alteration of the minimum price, there was a great desire to purchase lands applied for previously to the rise, and gazetted at 5*s.* This created a brisk sale; the time to which I refer was in the years 1838 and 1839.

15. Was there at that period a considerable importation of capital into the colony by the introduction of new banks, and the increase of the capital of the existing banks?—Immense, and sudden.

16. Did not that create a very extensive demand for Crown lands?—I should think that it must.

17. Did not, in fact, capital flow into the colony faster than it could be employed?—I am not competent to give a decided opinion, but such is my impression. I should say that banks, from surplus capital, became too lax in their system of accommodation.

18. Was not the effect of the introduction of that capital so suddenly, that of creating an artificial value upon all property, including Crown lands?—It evidently must.

19. Have you reason to believe that the purchases of Crown lands made at that time have been profitable to the buyers?—I think so, because as far as I am able to judge, very few of them have been resold. I am not aware of any large portions having been sold, except at what is called a sacrifice.

20. At the late sales has there been any competition at 12*s.* per acre?—There has.

21. How much Government land has been sold during the last twelve months at 12*s.* per acre?—I cannot from memory say, but there was very little; I think that there was one sale of 138 lots, at which there was not a single bidding, and these were chiefly lands which had been offered on former occasions at 5*s.* per acre.

22. Generally speaking, have the lands put up at 12*s.* per acre been sold?—I should say not much more than one-tenth.

23. Has the attendance at the Government sales been the same as it was previous to the raising of the upset price?—By no means; but I do not think that this falling off was in consequence of the raised price.

24. When the upset price was raised there was a great demand for town allotments?—Yes.

25. To what do you attribute that?—To general speculation; the desire of investing small capitals in a way likely to be hereafter beneficial, and to the existence of a large amount of spare capital.

26. When the colony recovers from its present depression, do you consider that grazing land will sell at 12*s.* per acre?—Such is my opinion, derived from a long experience as a surveyor.

27. Upon what data do you found your calculation; do you conceive that at that price the land will yield a profitable return to the purchaser?—I do, from the general improvements in land which will take place throughout the colony.

28. Do you think that in a new country capitalists can, generally speaking, afford to look to remote return from lands and to forego an immediate income?—I conceive that the immediate profit ought not so much to influence purchasers as the prospect of future improvement. I have advised private friends to act on that principle, and I think that there was no reason why they should not act upon it. Those persons who have not other means upon which to live, independently of any immediate return from the lands which they may purchase, should not in this country invest their capital in real property and dead speculations.



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Mr. W. Jaques.

29 July 1842.

29. In point of time which occurred first, the rise in the minimum price, or the proposition to divide the colony?—The rise in the price preceded.
30. Then as you have stated that the demand for Crown lands continued till the proposal to divide the colony was made known, what ground can there be for the opinion that the rise in the price caused the demand to cease?—I do not think that it did; the decrease of demand was rather occasioned by a species of combination, with a view to enforce a reduction of the price.
31. Have you not recently had allotments in Sydney proposed for sale, for which there were no bidders?—Yes; I do not think the allotments were eligible, from want of depth, and also from their not being in very desirable situations.
32. Do you remember the upset price for those allotments?—I believe it was 15*l.* per foot.
33. Was there not some land sold in George-street?—There was.
34. Did it not realize a good price?—I believe it did.
35. Do you consider that the value of property in Sydney has declined during the period since the rise in the minimum price?—I do not draw any such conclusion; for desirable sites a higher price than ever would be given.
36. Then, in point of fact, the same causes which operate to prevent the sale of grazing land, have not prevented the sale of town allotments in Sydney?—Not of land in the town of Sydney. The trade is now reviving, and there is an immense quantity of capital in the hands of certain people, who will stop at nothing to obtain land in suitable situations for business.

Friday, 29 July 1842.

William Miller, Esq., Deputy Commissary-General, called in, and Examined.

W. Miller, Esq.

29 July 1842.

1. THE Committee have requested you to attend for the purpose of ascertaining what has been the rate of payments in the colony on account of the British Government, from the period at which the practice of selling Crown lands commenced (from 1831) to the close of last year?—In consequence of the letter I received this day from the clerk of Councils, I have prepared a return, embodying the information required, which I now beg to submit to the committee. [*Return put in.*]

EXPENDITURE from the Military Chest at Sydney, New South Wales.

Year	Military.	Convict.	Miscellaneous.	TOTAL.
1832	68,890	83,010	16,091	167,991
1833	61,814	90,018	4,066	155,898
1834	83,290	115,169	18,649	217,108
1835	100,491	113,602	5,294	219,387
1836	105,364	130,948	92,003	328,315
1837	99,029	124,023	26,205	249,257
1838	93,667	127,651	104,495	325,813
1839	100,410	162,307	70,169	332,886
1840	96,507	142,898	41,936	281,341
1841	78,082	98,638	37,108	213,828

2. Since the discontinuance of transportation, has the expenditure within the colony (exclusive of Norfolk Island) been diminishing for convict services?—The expenditure for Norfolk Island differs in no respect from convict expenditure for any other station, and I cannot readily separate it; but I think the maximum expenditure from the military chest has been about 330,000*l.*; it is now reduced to about 250,000*l.* or less, per annum, chiefly from the decrease of the convict expenditure.
3. Do you anticipate a further decrease?—For the present year it will probably be under 200,000*l.*
4. For all services, military, convict and miscellaneous?—Yes; but the miscellaneous service is very uncertain, and not always connected with this colony; it includes the expenses of ships of war, both British and Foreign, when they happen to touch here; considerable sums expended for the armament now on the coast of China have been classed under this head; and I have formerly and am at present sending money to Van Diemen's Land, in aid of the military chest there; which, in a statement such as that now required, can appear only as miscellaneous.
5. What was the amount of the current expenditure of the convict establishments within the colony during the year 1841?—Last year it was about 100,000*l.*, independent of stores, &c., which were furnished by the Ordnance department to the various convict establishments.
6. Is, then, the expenditure on account of convict establishments continually diminishing, and likely after a few years to be still further reduced?—It is; the decrease in the number of

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of convicts has already been found to admit of the establishments hitherto maintained for them, at some places, being entirely discontinued, and at others, greatly reduced; and I consider that the period is fast approaching when the whole will be dispensed with.

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Enclosure, No. 2, in Sir *George Gipps'* Despatch, 20 September 1842.

## RESOLUTIONS OF THE COUNCIL.

VOTES and PROCEEDINGS of the LEGISLATIVE COUNCIL.

Friday, 9 September 1842.

Present:—His Excellency the Governor, and Twelve Members. Absent:—His Honor the Chief Justice, and Sir John Jamison.

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COUNCIL met pursuant to adjournment—His Excellency the Governor in the Chair. Report of the Committee upon Immigration further considered, and the following Resolutions adopted:—

1. *Resolved*, That this Council, having had under consideration the Report from the Committee, appointed during the present Session to inquire into and report on the subject of Immigration, concurs generally in the opinions therein expressed.

2. *Resolved*, That this Council especially concurs in the statement of the Committee, that notwithstanding the unprecedented influx of immigrants during the past year, in which the number added to the population have been no less than 23,426, at an expense to the colony of 328,563*l.* 6*s.* 8*d.* there are no symptoms of a superabundance of labour in any part of the territory, there being few, if any, instances of industrious and skilful artisans or labourers wanting employment;—and although wages have been so far reduced, as in some degree to meet the circumstances of the employer, they have not fallen below that level which enables the labourer to provide an honest and comfortable subsistence for himself and family.

3. *Resolved*, That the large and increasing sums at the credit of the working classes, in the Savings Bank of New South Wales, afford a gratifying proof of their continued prosperous condition, notwithstanding the recent extensive increase of their numbers;—the deposits in that Institution having increased from 143,000*l.*, on the 30th June 1840, to 178,000*l.*, at the same date of the present year; whilst the accounts opened during the past year average no less than 170*l.* per month, being a considerable increase on the average of all former years.

4. *Resolved*, That this Council also concurs with the Committee, that although the copious supply of labour recently received has, amongst other beneficial effects upon the welfare of the colony, had that of enabling the settlers to carry on the operations of their industry for a certain period, yet that unless measures be taken in the early part of the ensuing year for the resumption of emigration the want of labour will be as injuriously felt as ever;—wages will rise to their former exorbitant rate, and the consequent exhaustion of property, and embarrassment among the settlers, will be again experienced even with aggravated severity.

5. *Resolved*, That this Council, adverting to the Resolutions passed on this subject in former years, has, in common with the Committee, had reason to find the opinions previously entertained as to the expediency of negotiating a loan on the security of the unsold Crown lands of the colony, for the purposes of immigration, more than fully confirmed.

6. *Resolved*, That although the Land Fund has declined for the present, from a concurrence of circumstances which it is not necessary here to particularise, yet that, in the opinion of this Council, the vast tracts of vacant Crown lands must form a fully adequate basis of security for any loan of reasonable amount, which could be contracted for the promotion of immigration in this season of emergency;—nor can reasonable doubt be entertained, that to whatever extent it may, upon trial, be found that the colony is capable of receiving, and advantageously employing, an additional population, to the same extent a loan may be securely applied to the purpose of introducing that population.

7. *Resolved*, That this Council also concurs with the Committee, that the immediate abstraction of capital in payment for the importation of emigrants, a portion only of whom add to the productive labour of the colony, the families being for the most part consumers and not producers for a considerable period after their arrival, must so materially contract that circulation of money which is required to carry on successfully the business of an active community, that it would be impolitic to continue a system fraught with such serious inconveniences. During the last five years no less than 46,000 souls have been introduced at a cost to the colony of 850,000*l.*, exclusively raised within itself, and remitted to the United Kingdom; so vast an effort for so infant a community could not fail to produce considerable exhaustion, nor be made without leading to a state of temporary depression.

8. *Resolved*, That this Council agrees further with the Committee, that these inconveniences would be in a great measure abated, if the introduction of labour could for a time be paid for by borrowed funds, the repayment of which there can be no doubt would be provided for by the capital which would in a short time be created by means of the labour introduced, and the circulation of the capital retained.

9. *Resolved*, That if the raising of a loan in England for the purposes of emigration, should wear the appearance of drawing upon the resources of the mother country, its welfare is involved in a degree not inferior perhaps to that of the colony itself in the first

expenditure,



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expenditure, as well as in the final result of the application of the funds so raised. The entire amount of every such loan would be ultimately repaid from the resources of the colony, and in the meantime, no part would be withdrawn from the United Kingdom, but the whole would be expended in the advancement of the three chief and leading interests of the mother country, as well as for the benefit of the labouring classes of the British community, now suffering from a superabundant population. The shipping interest must be promoted by the extent of tonnage employed in the emigration service. The agricultural interest would derive benefit through the demand for victualling so many persons during a voyage of such duration; while few events would be so favourable to the manufacturing interest of Great Britain as the rapid growth in this colony of a population dependent for the supply of their wants upon the products of its industry, and engaged in raising a staple article of export, which, while it supplied the raw material for an important article of manufacture, would enable them to be extensive consumers of British goods.

10. *Resolved*, That on the grounds set forth, this Council fully relies on the assistance of Her Majesty's Government in raising a loan on the most advantageous terms to the colony; nor can such assistance be drawn into a precedent which might be inconvenient as regards the claims of other dependencies of the Crown, if, in every such case, the whole amount is to be expended in the mother country, for the promotion of emigration, with the same advantages to the several classes of the British community, and upon the same undoubted security, as are proposed in the instance of this colony.

11. *Resolved*, That this Council repeats its recommendation of former years, that it is highly desirable that all ships in which emigrants may be brought to this colony should be conducted on temperance principles; and especially that the sale of fermented and spirituous liquors on board, a practice which there is reason to apprehend has prevailed in the ships of the last season, and has been attended with injurious consequences to the maintenance of order, and to the moral habits of the emigrants, should in future be strictly prohibited.

12. *Resolved*, That this Council would especially recommend as a measure of vital importance to the preservation of health, order, and morals, in all emigration ships, whether under the Bounty System, or engaged by the Government, that the surgeons should be men, not only of professional skill and experience, but accustomed to the sea, and of undoubted character—if possible, officers of the Royal Navy—and that they should be appointed under the authority of the Government, and responsible to the Government alone for the due performance of the highly important duties intrusted to them.

13. *Resolved*, That his Excellency the Governor be respectfully requested to communicate a copy of these Resolutions to the Right honourable the Secretary of State for the Colonies.

Council adjourned at Four o'clock *sine die*.

Francis L. S. Merewether,  
Clerk of Councils.

Enclosure, No. 3, in Sir George Gipps' Despatch, 20 September 1842.

SPEECH of his Excellency Sir George Gipps, in Council, on Friday, 9th September 1842, on the Resolutions proposed by the Colonial Secretary, in approval of the Report of the Committee on Immigration.

Gentlemen,

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THE question before the Council still is, that the first Resolution, proposed by the Colonial Secretary, be adopted. I feel it would be scarcely proper for me at any time, or under any circumstances, to allow matters of such deep importance as those which are involved in the Immigration Report of the present year to be disposed of without giving to the Council some expression of my sentiments upon them; but more especially do I feel it necessary, on the present occasion, to offer some explanations to you, since it is well known I do not share in some of the opinions which have been broadly put forth in the course of the present debate. It behoves me, I am well aware, under such circumstances, to speak both with moderation and caution; as, however, this is the third day to which the discussion has extended, and it would be inconvenient to many members were we to enter on a fourth, I will proceed at once to the important points of the subject.

I concur generally with the Committee in the views which they have this year taken of the subject of Immigration; and I fully concur in the opinions so generally expressed by the members now present, of the obligations which we are under to the Right Reverend Prelate, the Chairman of the Committee, for the great attention which he has given to the subject, and the ability with which he has treated it; and though there are some parts of the Report which I cannot altogether adopt, I do not think it unfortunate that I differ from the Committee on the points which I allude to, since the principal reason why I differ from them is, that I take a less gloomy view of the state of the colony than they do.

In respect to the Bounty System, my views coincide very nearly with those of the Committee, and still more closely with those which were developed by the Lord Bishop himself on the first day of this discussion, but I do not, on that account, the less consider the Bounty System, as carried on during the last five or six years, to be at an end: some modification of it may, perhaps, be advantageously adopted, but, for various considerations, some affecting the government, others affecting the bounty agents themselves, I think the system must undergo considerable alterations, or be abandoned altogether. The supply of immigrants under it is far too precarious to be depended upon, sometimes not furnishing us with a sufficiency, at other times threatening to pour immigrants in upon us in excess;  
and

and this precariousness must exist so long as the promises of bounty to persons bringing immigrants to the colony continue to be made in the colony instead of in England.

In consequence of these promises being made in the colony, a considerable period of time, usually two years, is allowed for them to remain in force; and this is too long for the government to remain in doubt whether the immigrants will arrive or not. The promises or agreements, moreover, or bounty orders, as they have been very improperly called, have no mutuality in them, being binding only on the government, and not on the parties with which the government treats. The government binds itself to pay the promised bounties, provided the immigrants arrive in the colony within two years; but there is no corresponding engagement on the part of the bounty agent to bring them. The disadvantages of the system are indeed so evident, that Lord John Russell, in a despatch which has, I believe, been printed, directed that all agreements for the future importation of immigrants on bounty should be drawn by the law officers of the Crown, with a view, I conclude, of making them equally binding on both parties; these instructions I have not had occasion to carry into effect, because, since I received them, I have granted no permissions to import immigrants, but, I fear, that even had I had occasion to do so, any attempt to introduce mutuality into our agreements would have been unsuccessful; indeed, long before the receipt of Lord John Russell's despatch, I had tried to introduce the principle of mutuality, and failed, as no one could then, nor ever will, I think, be found in this colony willing to incur so great a risk as he would do in binding himself to import any certain number of immigrants within two years, or, indeed, within any specified time. The cost of introducing a company of immigrants must depend upon many circumstances, such as the disposition to emigrate in the working classes at home, the price of freight and provisions, as well as other expenses attendant on the fitting out of an emigrant ship, all of which can be known readily in England, but cannot be known in the colony. The disposition to emigrate from the United Kingdom is very fluctuating. The last ships which left England, under the government system, in 1839, came out half empty, and of the bounty orders that were issued prior to 1840, scarcely one-third were acted on; whilst those issued in 1840 and 1841 would, in all probability, have been acted upon to their fullest amount, but for the interposition of the Home Government in the autumn of the latter year.

The uncertainty of the supply, however, and the inconveniences to the government which grow out of it, are not the only reasons which I have for thinking that the bounty system cannot be continued in the way in which it has hitherto been conducted: there are other considerations, affecting the bounty agents themselves, which lead me to the same conclusion. I doubt very much whether persons will so readily embark, as they hitherto have done, in the business of emigration, or what may be called the immigrant trade, when they learn the extent to which bounties have been disallowed in this colony, and are made aware that some 22,000*l.* of their expected profits have been cut off. I, long ago, recorded my apprehension that the new speculators, who were attracted to the trade by the rise in the bounties in 1840, would not carry it on so satisfactorily as it had been conducted whilst in the hands almost of a single individual, and that individual, one, who, I will say to his honour, appears to have been actuated not solely by a love of gain, but also, in no small degree, by the honourable ambition of being looked upon as a public benefactor by the people of this colony. But I never did contemplate, nor could any man in his senses, I think, have contemplated, the entire heedlessness with which these new speculators rushed into the trade, disregarding all our regulations, and, above all, disregarding the warning given at the end of them, that all the conditions contained in them would be rigorously enforced. It is, I know, said, that the bounty agents have, in many instances, been themselves deceived; and I have received a letter pointing out this, from a gentleman (Mr. Nicholas James) who has been long engaged in the bounty trade, both on his own account, and as agent for Mr. Marshall. Certificates may, I will readily allow, have been forged, and various sorts of imposition resorted to, in order to deceive the bounty agents in respect to the ages or callings of different individuals seeking passages to New South Wales; but there was one regulation, at least, in respect to which they could not have been deceived, and whatever loss may have accrued to them from inattention to this regulation must be attributed to their own carelessness or avarice. The regulation which I allude to is that which regards unmarried women. It would, indeed, be unreasonable to make the bounty agents responsible for the virtue of every unmarried woman who comes to the colony; but the regulation, which requires that every unmarried woman shall come out under the protection of a married one, is one which might easily have been complied with, and yet it has been in a vast number of instances disregarded. The unmarried women, indeed, seem most frequently to have been put on board without any regard to the protection of married women, though they indeed were sometimes *told off*, as it was called, to families, towards the end of the voyage, or as the ship was entering the harbour; and in some instances, I regret to say, that the surgeon in charge of the immigrants has been known to assist in this operation of "telling off." Wherever cases of this nature have occurred, I cannot consider the bounty agents entitled to any pity for the losses they may have sustained.

For the reasons which I have thus stated, I think all future engagements for bringing out emigrants should be made at home, and not in this colony, except it be in the case which I shall presently come to, of persons resident in the colony who may desire to import labourers to be employed *bonâ fide* by themselves.

At home the contracts may be made absolute, and the parties entering into them be compelled under penalties to fulfil them. The time, too, within which they are to be fulfilled

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fulfilled may be limited to two, three, or at most six months, and the local government being advised of these contracts as soon as they are entered into, will be relieved from all doubt or uncertainty as to the number of immigrants to be expected. With respect to the selection of persons to be brought out under this proposed modification of the system, I should be disposed to leave it still to the bounty agents, or contractors, which would be a more proper name for them; and this for two reasons: first, because I am convinced that selection by government agents will never give satisfaction in the colony; however zealous or unexceptionable their conduct, whatever care or solicitude they may exercise, they will always be accused or suspected of acting under some improper influence, such as that of the poor law commissioners, guardians of parish unions, or of rich proprietors, anxious to get rid of their paupers; and, secondly, because I am anxious to preserve the great check and safeguard of the bounty system, that which, in fact, is the characteristic of the system, namely, the power of withholding the bounty if the parties for whom it is claimed be not eligible under our regulations. It is this check, and this alone, which can, I think, ensure to the colony a good class of immigrants; and it cannot be preserved if the emigrants be selected in England by the agents of the government. Some people are, doubtless, unreasonable in their expectations, and seem to think that those who may be called the very cream of the labouring population of the United Kingdom are ready to emigrate, and wait only for an invitation to come to this colony. Such people forget altogether that, though even the frugal and the industrious may sometimes at home feel the pressure of the times, the disposition to emigrate is generally most strong amongst persons of a different description. Whether emigration from England be conducted by bounty agents or by the immediate agents of government, all we can in reason expect is to obtain fair samples of the class of persons amongst whom the desire to emigrate is strongest: if the disposition to emigrate be stronger amongst artisans or labourers of one class than of another, then we must expect to have more of that class;\* and in the same way if the desire to emigrate be stronger in one part of the United Kingdom than another, as, for instance, stronger in Ireland than in Scotland or in England, then shall we assuredly get more Irish than either Scotch or English; and I cannot expect that the government will ever interfere to show favour or disfavour to persons of any class or district. The disposition to emigrate is the only thing, or, at any rate, the chief thing, that the government will look to. If we want immigrants possessed of any peculiar qualifications—Protestants rather than Catholics, or Scotchmen rather than Englishmen—we must send our own agents to select them; and this brings me to what I just now alluded to as the excepted case, or the case in which I would propose still to retain the bounty system in its actual shape.

When persons resident in the colony require labourers for their own purposes, I would still propose to give them permission to import them, and to receive bounties on them as heretofore. They should; however, first satisfy the local government that they do want them *bouâ fide* for their own use, and that they will employ them on their arrival. Consequently, the government would be at no expense whatever on account of such immigrants beyond the bounty payable on them; and such bounty might, I think, very well be reduced to what it was prior to 1840, if not even to a lower amount. The parties wanting such immigrants would, of course, select them in England, Scotland or Ireland, by their own agents; and I feel satisfied that if immigrants of any particular qualifications as to country or creed be required, it is only in this manner that a supply of them can be ensured. I need scarcely observe that this, moreover, would only be a return to what the bounty system was intended to be by Sir Richard Bourke, who was the inventor of it, though the principle of it was early departed from; and even before Sir R. Bourke left the government, permission to import immigrants on bounty had been given to persons who did not pretend that they had employment for them.

But, gentlemen, the manner in which emigrants may be best procured and brought to this colony, forms only one portion, and, indeed, but a very small portion, of the questions which are opened out to us by this year's report of the committee on immigration. So long as we had money to pay for immigrants, it was the only question; but we now want money as well as immigrants, and the various ways by which a government may procure money involve many considerations of political economy, which, of all the speculations that are called sciences, is the one in which persons are most apt to mistake effects for causes. We have to do also with that branch of political economy, namely colonization, which is the least understood of any, and in which men of the present day—not ordinary men, but men of a high rank of intellect—have been led into gross errors,† and by the failure of their schemes have involved many of their followers in disaster and ruin. It behoves us, therefore, to be cautious how we proceed, and not to come to hasty conclusions; to be distrustful of our own judgments, lest, like others, we find out hereafter that we also have been in error.

Our position now is, that we want immigrants, but have no money to pay for them. Why do we want immigrants? Because the capital of the colony is rapidly increasing, and every interest in it extending itself. Such being the case, why have we no money? Simply because the funds dedicated to the support of immigration are derived from the sale of land, and at present we can sell no land. So far we are all agreed. But why, again,

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\* Of classes, that is to say, equally eligible under the regulations of this Government.

† And, above all, into the error of supposing, that colonies can be advantageously formed without the aid of Government.

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do we sell no land? Because, it is answered, the minimum price of it has been raised. To a certain extent, also, I will admit this; at least I will not attempt to deny that the rise in the minimum price is likely in the present circumstances of the colony to diminish for a time the proceeds of the sales of land. But when I find by the report of your committee, or by the evidence appended to it, that the present depressed state of the colony is attributed by witnesses from all parts of it to the same rise in the minimum price of land, and that, as a remedy for the evils we are suffering, the same witnesses advise a return to the old minimum price, I cannot go along with them, notwithstanding that I know they speak the opinions of the great majority of the people out of doors, and that those opinions are, with one solitary exception (that of the Bishop of Australia) entertained also by the members of the council which I am now addressing. The distress of the flock-masters is attributed to the fact of there being at present no market for their surplus stock, or rather for the annual increase of their stock; and the want of a market, or of a demand for stock, is attributed to the unwillingness of persons to engage in sheep-farming, on account of the rise in the minimum price of land. That there is an unwillingness at present to embark in sheep-farming I readily admit, but that such unwillingness can justly be charged on, or ought to have been produced by, the rise in the minimum price of land is the point on which we are to join issue. I do not think that the distresses under which the colonists now labour are to be attributed at all, or, if at all, in any more than a very small degree, to the increase in the minimum price of land.

I must ask the indulgence of the council whilst I speak upon this subject. I feel the difficulty in which I am placed in thus holding and expressing opinions with so great a majority against me. I know well that it behoves me to be cautious, especially as I may be exposed to the suspicion of seeking to support my arguments by some portion of the authority which belongs to my station. I have often, indeed, felt the inconvenience of the position which I occupy in this council, and which causes any thing spoken by me to be more eagerly caught at, and perhaps I may say occasionally cavilled at, than if the same proceeded from any other place at the table. This I have particularly felt when called upon in the course of debate to give unpremeditated opinions on points of importance to the interests of the colony. At present, however, whether right or wrong, I speak advisedly, and after mature consideration.

That the colony now is labouring under serious difficulties must be admitted; but it does not follow that these difficulties are occasioned by the increased minimum price of land. The complaint of the graziers is that there is no sale for their surplus stock, or, in other words, for the increase of their flocks and herds. If this were the case in respect to horned cattle only, it might be supposed that it was an actual superabundance of cattle which rendered them valueless, as we know that cattle are almost valueless in some parts of South America, where they are killed only for their hides and their tallow. Had the depreciation been confined to horned cattle, I should have been inclined to think that such was the true state of the case; but the depreciation is greater even in sheep than in cattle; and, as it is admitted that the wool of sheep alone will very nearly, if not entirely, pay the whole expense of sheep-farming, and there is not a day in the year in which ready money cannot be obtained in Sydney for any quantity of wool that may be brought to market, it can scarcely be said that there are too many sheep in the colony, or that the depreciation of sheep is owing to their superabundance.

But still people will not buy sheep even at the price to which they are now reduced; and what is the reason that they will not? It cannot be because land is dear, because land is depreciated too, and in fact far cheaper than it was when sheep were dear. It is true that the Government will not sell any land under 12s. per acre, and that it even contemplates the raising of its price to 20s.; but there are plenty of people who will sell land for almost anything they can get for it; in fact, they are obliged to sell land, or the sheriff will sell it for them. Land is, in fact, cheaper now than it has been for the last five, if not for the last ten, years, and, whatever may be the ultimate effect of raising the minimum price of land, the present depression in the price of stock cannot be attributed to a cause which has not yet taken effect. I have not the smallest doubt that if any person were to advertise to-morrow for 10,000 acres of land, he would receive offers of three or four times that amount immediately, and at prices considerably under 12s. per acre. Why, there is not, perhaps, a member of this council who would not be glad to sell land at less than 12s. an acre, except, indeed, the Bishop and myself, who cannot sell land, because we neither of us have any. The indisposition, therefore, to invest money in sheep or land cannot be caused by the increase in the minimum price. On the contrary, instead of lessening the inclination to purchase, its effect ought rather to be to induce people to purchase. If they regarded the minimum price at all, they would say, "Let us buy now while we can buy cheap; land will shortly be 20s. an acre, and then we shall not be able to buy." But if it be not the dearness of land which prevents people from purchasing, neither can it be the scarcity of money, for money is by no means scarce in the colony; on the contrary, it must be plain to every body that there is plenty of money wherewith to build houses, or to enter into any speculation which promises profit, except sheep or cattle farming. The bank returns, moreover, prove beyond dispute, that the quantity of money in the colony is not diminished. Gold and silver have increased within the last two years, and the deposits of individuals have also increased—those deposits which may at the pleasure of individuals be any day withdrawn for the purposes of investment. The gross deposits in the banks are indeed less than they were two years ago, but the diminution is occasioned solely by the decrease in the government deposits, not in the deposits of individuals; these latter have increased. The present indisposition to buy either land



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or stock cannot therefore be attributed either to the dearness of land or to the scarcity of money.\* To what, then, is it to be attributed? I answer, principally, if not solely, to the general panic which has succeeded a general mania. There is no occasion to go far in search of reasons for the existing derangement of the colony. Wherever a mania for excessive speculation rages, there surely will follow a season of depression; the one, in fact, succeeds the other as naturally as the hot fit of an ague succeeds the cold one. It is this general panic which causes people to hold back from purchasing either land or stock; they hold back, for the most part, in the expectation that prices will fall still lower than they now are, some few, perhaps, in the apprehension that the whole colony is really going to ruin.

I need not go at length into all the causes which produced the late mania, or (which is the same thing) brought capital to this colony in excessive quantities between the years 1835 and 1840. Various circumstances conspired during that period to turn the attention of English capitalists to the Australian colonies. I will allude only to the attractive theories which were then put forward by the disciples of the Wakefield school, and to the vauntings of the excessive riches of New South Wales, which are to be found in the evidence taken before the Transportation Committee of the House of Commons. The real El Dorado was at last said to be found in Australia; and the only question asked was, why people would not come and share in the vast profits we were making. Capital then began to flow into the colony a great deal faster than it could be advantageously invested. For a time, however, all looked well, and the demand for stock which the opening of Port Phillip and South Australia created, caused the price of sheep, oxen, and especially of horses, to rise very rapidly. That during these years far too much capital came into the colony will, I think, be admitted, if we only consider the shape in which it must have come; and here I must be permitted to say that there appears to me to be a great want of clearness of apprehension as to what capital consists of. Many persons talk of bills of exchange or letters of credit, as if they were capital, which they are not, but only the representatives of capital. To transfer capital from one country to another, there must be a transfer of something corporal, something which in the widest acceptance of the word constitutes "merchandize." A man who, when about to emigrate to New South Wales, purchases in London a bill on Sydney, does not himself transfer his capital; he only makes a bargain with another party, who engages to do it for him; and that other party must send merchandize to meet the bill he draws, or it will be only a matter of account between himself and his correspondent, without any real transfer of capital having been effected.

The desire to emigrate to Australia during the years I have mentioned, causing a great demand for bills on Sydney, such bills were drawn, and, in order to meet them, vast quantities of goods were sent to Sydney, which were never ordered; in fact, the consignments of goods were no longer regulated by the state of the market in the colony, or by the demands of the merchants resident in Sydney, but by the demand which existed in London for bills on Sydney. Hence, enormous quantities of goods were sent to our market, quantities altogether disproportioned to the demand; the bills, however, drawn on account of these goods, were honoured, and the parties to whom they had been given were here with money in their hands. A great deal of this money was invested in mortgages or in loans—in loans, perhaps, to parties who never ought to have been trusted; much of it, also, was invested in the purchase of government lands, and especially of town allotments (or building land) not immediately productive, but expected rapidly to rise in value. The large sums realized by the sales of land were deposited, by the government, in the banks; the banks, consequently, increased their discounts; credit became greatly extended, and there was what is called an abundance of money. The colony appeared to be in a state of extraordinary prosperity; the number of ships in our harbour was pointed to with exultation; and it became a matter of boast, that we imported more goods from England than did the whole empire of Russia. And so matters went on—consignments increasing, land sales increasing, government money in the banks increasing, and discounts increasing, until the hollowness of the whole system was at length exposed. Merchants then found out that they had goods which they could no longer sell at any price, or at any credit; that their stores were full of articles for which there was no demand, from steam-engines down to pocket-handkerchiefs; and, what was still worse, of articles which had better been sunk to the bottom of the sea than brought into the colony,—such as carriages, champagne and bottled porter. The quantity of these latter articles consumed during the period of this fictitious prosperity was enormous. Why, the whole country, for miles, almost for hundreds of miles, round Melbourne, is strewed, to this day, with champagne bottles.

All these articles of luxury or folly, whether consumed or not consumed, constituted a dead loss to some party or other (it is to be hoped that the greater part of the loss fell upon the parties who sent them here); other articles, useful in themselves but perishable in their nature, rotted in the merchants' stores; and even articles, not perishable in their nature, were sold so far below their value, or to persons who have since become insolvent, that a large proportion of the capital introduced into the colony during the last five or six years, whatever shape it came in, may be considered as already absolutely lost, and more, I fear, is going the same way; nevertheless the cry is, that we want more capital from England, and that part of our distress is owing to our having sent capital out of the

country

\* See Note (A.), p. 156.

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country to pay for emigrants! Capital, I will allow, we do want, but only under certain conditions; that is to say, on condition that the capitalist, or the person to whom it belongs, come with it—that he come and form one of us, and identify himself with our interests; and I do not doubt that any one possessed of common prudence, who will do this, will find that Australia is not yet a ruined country. But I desire to see no capital come here without its owner, to be invested only in loans or mortgages, at usurious interest; let us, rather than accept such fatal offerings, resolve, one and all, to exercise the most untiring industry, and the most pinching economy; and let those who cannot afford to hire shepherds go themselves and tend their sheep, as did the men who laid the first foundations of the wealth of Australia. This is the true way to dispel the existing panic, and to cause those to make investments in the country, who now hold back.

If there be any further reasons wanting to show that the existing distress is not to be attributed to the rise in the minimum price of land, I would point to other parts of Australia, where the distress is as great, or even greater, than in New South Wales, though no one can pretend that it is owing to such a cause. In South Australia, matters are far worse than they are here, though there has been no alteration in the price of land, and there is neither maximum nor minimum; land being sold by the Government at a fixed price, which remains the same as it was five years ago. In Van Diemen's Land, the depression is as great as it is here, though the quantity of land sold by the Government at any time is so small, that a rise in the price of it can have little or no effect on the prosperity of the colony.

At Port Phillip again, the rise in the minimum price to 12*s.* could have no effect, since scarcely any Government land was sold under 12*s.*, even when the minimum price was 5*s.*

And now allow me to ask, what is the real meaning of a minimum price, or the object of establishing one? It is merely a declaration on the part of Government, that it will not bring any land into the market under a certain price; or, in other words, that it will not, for the present at least, sell any land of an inferior quality. The Government does not pretend to prevent other persons, who have land, from selling it at any price they may choose to put upon it; the only thing the Government says, is, that so long as they sell their lands for less than a certain sum, the Government will not compete with them in the market. Neither does the Government attempt to force its own land into the market at or above its minimum price, though some persons argue very much as if it had attempted to do so; there is one way, indeed, in which the Government might attempt to do it, which would be, at the same time that it raised the minimum price of land, to declare that no person whatsoever should occupy or make use of any unalienated lands of the Crown; or in other words, for the Government at once to put an end to what is called "squatting." The Government might have said, your flocks and your herds shall not set their feet on an acre of Crown land, unless you choose to purchase it for 20*s.*; but the Government has said no such thing, and I have recorded my opinion in a despatch, which has been published in the colony and alluded to in the course of this debate, that any such attempt on the part of the Government would end in failure—that "it would be as easy to confine the Arabs of the desert within a circle traced upon their sands, as so confine the graziers or wool-growers of New South Wales within any bounds that can be assigned to them—that all the power of the Government would not suffice to bring back, within the limits of the lands which have been alienated, the flocks and herds which now stray over the boundless plains of New South Wales."\* The Government will not, it is true, henceforth sell any land at less than 20*s.* per acre; but it will continue to allow persons, as heretofore, to depasture their flocks on the ungranted lands of the Crown, on easy terms. The refusal to sell land at a low price may occasion some temporary falling off in our land fund, but that it will permanently destroy that fund I do not believe. I am entirely opposed to the selling of large breadths of land at a low price, for the purpose of raising a temporary revenue. I am an advocate for selling at a comparatively high price, or not selling at all. I do not think land should be sold, except to persons who have some intention of improving it; and for any land that is worth improving, 20*s.* an acre is not too much. But it will be asked, if land in large quantities be not sold, how are we to get money with which to pay for immigrants? This question I will answer by another: who are they who want immigrants the worst? The reply must be—the squatters; and next to them the parties who received in times past large grants of land gratuitously. If the land fund fail, therefore, these are the parties to whom we must look for funds wherewith to bring immigrants to the colony.

The South Australian theory is, that the money obtained by the sale of land should be spent in the importation of labourers, to be employed upon the land which is sold; but this part of it is as inapplicable to New South Wales, as is the part which is founded on what may be called the Anti-dispersion principle, the fallacy of which in Australia has been so often exposed. The South Australian theory may be applicable to a country such as has been conjured up in vision, where land is valuable only in proportion to the labour that is bestowed upon it, and where no part of the land has been given away gratuitously; but in New South Wales land is valuable for grazing purposes, without the outlay on it of any labour†, whilst labour is required for extensive tracts of other lands which have been given away

\* Despatch to the Secretary of State, dated 19th December 1840.

† Shepherds indeed are required, but it can scarcely be said that they lay out labour on the land.



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away for nothing. Any attempt, therefore, to measure the quantity of labour wanted, by the quantity of land sold, must be futile. Labour is wanted in New South Wales, and I believe every where else, not in proportion to the land that is sold, but in proportion to the increase of capital in the colony. Sheep and oxen increase much faster than the human species; consequently in proportion as their increase is greater than the increase of our population, we should want immigrants, even though the Government were never again to sell an acre of land.

The squatters may not be, and indeed I do not think they are, at the present moment, in a condition to contribute largely to the funds wanted for the importation of immigrants, but their condition will, it is to be hoped, improve; and as soon as the present depression or despondency shall have passed away, some new regulations respecting the occupation of Crown lands will be required. The squatters are now the most numerous class of our colonists; the squatting interest is becoming the prevailing interest in the country; squatting is superseding settling; and in fact, almost every body who has any property at all is a squatter. And what, I would ask, do the squatters now pay? Comparisons have been made between the price of sheep and the minimum price of land, and the Government is accused of a design to make persons pay 20 s. an acre for land, of which three acres are required to feed a sheep. Was there ever in the whole world, it is asked, so foolish a Government as this of ours, which seeks to make us pay 60 s. (the interest of which, at 10 per cent. is 6 s. per annum), for as much land as will feed a sheep, which, when it has arrived at maturity, is worth only 5 s.? I allow it would be a foolish Government, indeed, that were to attempt to do this; but what, let me again ask, does the Government really make a squatter pay for as much land as will feed a sheep? He pays for his license 10 l. per annum, which license allows him to depasture on Crown lands any number of sheep or cattle which he may happen to possess, even though they may amount to 10,000 or 20,000. If we take, therefore, the very low average of 2,400 sheep to a station, he will pay 1 d. per annum for the feed of each sheep, in lieu of 6 s., which it is assumed the Government seeks to make him pay; and if we add to this, the assessment which he pays towards the maintenance of a police beyond the boundaries of location, the amount will be only 2 d. per annum, which is only about the seventh part of the price of one pound of wool, or about the seventeenth part of the fleece of the sheep. Now if, under such circumstances, people really mean to say, that they cannot compete with the Saxon wool-grower in the home market, notwithstanding that they have a protective duty in their favour of a penny per pound, I do not think we ought to invite immigrants to the country, but that on the contrary, we ought to prepare to pack up our goods and abandon it, as a concern that is worthless. For the rent or use of the land on which the fleece is produced, the Australian wool-grower pays less than 2 d. per annum; and supposing it to weigh two and a half pounds, he has in the English market an advantage over the Saxon wool-grower of 2½ d. on the same fleece, in the shape of a protective duty; yet it is said, that he cannot compete with the Saxon; if such be the case, it must be clear, at any rate, that the minimum price of land in Australia can have nothing to do with it.

It is well known to you all, gentlemen, that I have never myself advocated a very high minimum price. What I have always laboured to establish is, that the distinction should be well preserved between the minimum price and the upset price. I think the Government should abstain from bringing large quantities of land into the market, and that the upset price of all land should be regulated by what was the last selling price of land in the same locality, or of equal value; and if this principle were steadily acted upon, it would be of little importance what the minimum might be. A minimum price, however, has the effect of relieving the Government from the inconvenient pressure which would without it be felt, so long as the present erroneous views respecting the sale of land prevail in the colony. Public opinion is in favour of a low price; the officers of the Government, as members of the public, and partaking of the feelings of the public, are in favour of a low price; and under such circumstances, I esteem it fortunate, that the Parliament of Great Britain is about to take out of my hands a discretionary power, which I cannot exercise in a manner to satisfy my own conscience, or in the way which I verily believe to be most advantageous to the public, without placing myself in opposition to the wishes of the colonists, and being obliged constantly to overrule the opinions of those officers, upon whose assistance and cordial co-operation I must mainly rely in carrying on the business of Government. I have no doubt that the increase in the minimum price will ultimately be found beneficial. When the price was raised in 1839, from 5 s. to 12 s., the quantity sold decreased, but the amount of money received did not. About 80,000 acres of land were sold less in 1839 than in 1838, but the money received was 10,000 l. more; and in 1840 the quantity again decreased by 103,000 acres, whilst the money again increased by 10,000 l.; and these numbers and sums have reference only to the old parts of the colony.\* Still it will be said that these were years of speculation, and I acknowledge that they were.

I do not expect that we shall sell much land during the next two or three years; neither should we sell much even though the price were to be reduced to five shillings; but after a time we shall sell again, for land is wanted for other purposes besides the feeding of sheep; and the land which we do not sell we may, in the mean time, in some other way turn to profit. What, I confess, most surprises me is to find the great landed proprietors in the colony

\* That is to say, exclusive of Port Phillip. See Note (B.), p. 157

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colony opposed to the rise in the minimum price, the tendency of it undoubtedly being to increase the value of their own lands. Whilst I cannot compliment them on their clear-sightedness, I must at any rate honour their patriotism, for their opposition to it can be founded upon no other ground than that of apprehension for the public good.

I now come to the point on which I differ more widely than on any other from the Report of the Committee,—I mean the opinion expressed in it, and still more strongly repeated in the seventh of the Resolutions now before the Council, that some part of the present depression is to be attributed to our having sent out of the colony large sums of money in payment for immigrants—by money meaning capital, the words being used synonymously. “During the last five years,” says the Resolution, “no less than 45,544 souls have been introduced, at a cost to the colony of 829,840 £, exclusively raised within itself, and remitted to the United Kingdom.”

Exclusively raised within the colony, but in what manner raised? Not raised by the industry of the colonists, nor produced by traffic in it; but raised by the sale of land, and principally of unimproved land. What we have given in payment for immigrants is land, and that land we have assuredly not sent out of the colony. We have received in exchange for our land English capital, and that capital has been remitted to us in the shape of immigrants. “So vast an effort for so infant a community,” the Resolution goes on to say, “could not fail to produce considerable exhaustion, nor be made without leading to a serious state of depression.” Now, if we had created this land by any effort of our own, we might reasonably be expected to feel exhausted after it; but all that we have done in respect to the land has been to measure it, and bring it to sale. Moreover, some portion of it has been sold in London, and the price of it remitted to us directly in the shape of emigrants: in such an operation no one, I think, can maintain that there is any sending of capital out of the colony, and yet the effect produced would have been the same if every acre had been sold in London. The operation is precisely that of giving land for emigrants, and is just the same (in regard to the point at issue) as if we had given a number of acres of land to each emigrant arriving in the colony, varying according to the age or sex of each.

This may be again clearly exemplified by taking the case of naval or military settlers, who are, in fact, only immigrants of a superior or a favoured class. Formerly we gave to each officer, according to his rank or length of service, a quantity of land varying from 400 to 1,200 acres; and so long as we did this, no one supposed that there was any sending of capital out of the country. Now, instead of allowing the officer to select a given quantity of land, we allow him to obtain gratuitously a quantity, which is determined, not by the number of acres it contains, but by another measure of value; no money, however, passes between the parties, and no one, I believe, supposes that there is any sending of capital out of the country. The only difference in the case of ordinary immigrants is, that in order to avoid the inconvenience of giving land to the actual immigrants, we allow the intervention of third parties, and instead of absolutely bartering land for immigrants, we make use of the common medium with which all transactions beyond those of simple barter are conducted, namely, money. Let us suppose one hundred persons ready to come from England to New South Wales, and that in consideration of their coming to settle amongst us, we are to give amongst them two thousand acres of land; the most simple plan would be to let each of the hundred find his own way to the colony, and to give to each on his arrival his own proportion of the land, that is to say, twenty acres; the next simplest way of doing it would be for the hundred persons on the one side, and the Government on the other, to make a bargain with a third party, who should receive the whole two thousand acres in return for the trouble and expense of bringing the hundred persons to the colony; this would be a case of simple barter, and would in principle be just the same as if the Government had bartered its land for a cargo of horses or for a steam-engine; though, had the things imported been horses or steam-engines, it would have been clear to every body that there was capital imported, and none whatever exported. Advancing, however, a few steps beyond such primitive methods of doing business, the Government now gives its land to persons who give in exchange for it bits of paper, and gives these same bits of paper (or other equivalent pieces) to other persons, who bring the immigrants to the colony; but, notwithstanding this roundabout method of proceeding, what the Government really gives for the immigrants is still land, and it assuredly does not send that land out of the colony. This explanation must, I think, suffice to show that whether the land be sold in England or in the colony, so long as the money which is paid for the passage of the immigrants be supplied from England, there can be no sending of capital out of the country. But it may, perhaps, be argued that the case is different when the land is sold, not to a newly-arrived immigrant, bringing money with him from England, but to a person long settled in the colony. It may be said that such an old settler pays for the land with money produced by his own industry, and that such money is part of the capital of the colony, or that he pays for it by the sale of his wool, and that, as the wool is exported, capital is sent out of the colony. But here I must observe that the wool would be sent out of the country at any rate, and that it is desirable it should be sent out; the more capital of this description which we can send out of the colony the better; the export does not impoverish, but tends to enrich us. If the settler who is supposed to have sold the wool, and invested the proceeds of it in land, had, instead of buying land with it, kept the money in his pocket, or lodged it securely in some place where he could any day put his hand upon it, it would indeed have been better for him, as by having the money in reserve he might have been able to hold out against a season of depression, like that under which the colony is now labouring; but the acknowledgment of this only goes to strengthen the argument I hold, that our distress is owing



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to persons having engaged too readily in speculations of all sorts, including, of course, amongst the rest, speculations in land; but the hypothesis under which I am arguing is that the settler did buy land with the money derived from the sale of his wool, and the only question is, whether after having done so, and thus given his money to the Government, it was or was not for the advantage of the colony that the Government should spend it in the purchase of immigrants. It is allowed that immigrants were wanted, but it is said that the Government should have kept the settlers' money, and paid for immigrants with other money, which it might have borrowed in England. Now, what would have been the result if the Government had so done? Why, first, that the balances of Government at the different banks would have been increased; and, secondly, that the import of capital, that is to say, goods of every description, from England would have been increased, and consequently the mania of speculation which has brought the colony to its present depressed state must have been also increased; that, in fact, every evil which has afflicted the colony must have been aggravated.

The whole controversy, supposing it to be a controversy, may be reduced to this question: Has or has not capital come into the colony too rapidly? I maintain that between the years 1835 and 1840 it did come in too rapidly—more rapidly, that is to say, than it could be profitably employed; and that, consequently, large portions of it have been lost. The effect of paying for the passage of the emigrants out of the proceeds of the sale of lands has been to reduce *pro tanto* the quantity of capital coming into the colony, and consequently, *pro tanto*, to reduce the evils arising out of the excessive importation of capital. If the passage of the immigrants had been paid for by money borrowed in England, more capital must have come to the colony in the shape of goods, and so much more capital must have been lost. The balance of trade, as it is called, or, in other words, the excess of imports over exports, having been notoriously very great during the last few years, it seems to me scarcely possible that any evil can have arisen to the community during the same years from the exportation of capital. In any country where the value of imports greatly exceeds the value of exports, one of two things must be in the course of fulfilment: the country must be increasing in riches, or it must be contracting a debt; it may, however, be doing both things at once, and this is what, I believe, we have been doing in New South Wales. The capital of the colony is rapidly increasing, but a large portion of it is only lent to the colony by England, and has come in the baneful shape of money, seeking for usurious interest, which it will by-and-by take a large proportion of the wool of Australia to pay. A colony like New South Wales can, indeed, bear every year a considerable excess of imports over exports without suffering inconvenience: first, because the home Government has to remit to the colony every year nearly 300,000*l.* for the maintenance of its military and convict establishments; and secondly, because there is (exclusive of money belonging to loan and trust companies) a great quantity of capital yearly pouring into the colony for the purpose of permanent investment in it—capital, that is to say, of which the owners come with it. An excess, therefore, of imports over exports to the value of perhaps 500,000*l.* a year would not entail upon us any heavy debt to England; but during the few last years the balance of trade, as it is called, has been more than that against us, and it is not to be denied that we have during this time been contracting a debt to England—a debt which exists principally in the capital of our English banks and loan companies, but also to a considerable extent in private mortgages.

I come, therefore, to the conclusion that in all cases in which the money spent on the importation of immigrants has been the produce of English capital given in exchange for our lands, there has been no exportation of capital whatsoever, and that, even where the money taken in payment for our lands has come to us from old settlers, such money must either have been English capital too, or it must have been produced by the sale of a description of colonial capital, which it was desirable to export, and the exportation of which does not tend to impoverish, but to enrich us.

The exchange of wool or any other colonial produce, for immigrants, would indeed be hurtful to us, if it were carried to such an extent as to prevent our receiving other articles of which we stand in need, as, for instance, British merchandize of every description, machines, furniture, building materials, tea, sugar, wheat, flour, &c., &c. But have we any reason to complain that these articles have not come into the colony in sufficient abundance? On the contrary, is it not beyond dispute, that they have come a vast deal too fast upon us? Have I not already shown that the present panic is mainly to be attributed to the fact of their having come to us so much faster than we wanted them, that very large proportions of them were actually wasted and lost? It certainly might be possible for a colony to labour under the opposite evils, at the same time, of both importing and exporting too much capital; but then the capital exported must consist of some articles which it would be desirable to retain in the colony. If, for instance, whilst we were importing articles of luxury—carriages, bottled ale and champagne, or, still worse, large quantities of poison in the shape of spirituous liquors—we had been forced to export any article essential to our own sustenance or comfort, in order to pay for them, we should certainly have been acting disadvantageously (and it must be indeed disadvantageous to import such articles under any circumstances); but so long as we send out of the colony articles only which it is desirable to export, and get, in return for them, immigrants, of whom we stand in the greatest need, it does not appear to me that we are making any effort that ought to lead to exhaustion.

That individuals, indeed, have exhausted themselves by buying articles which they did not want, and land amongst the rest, I can hardly perhaps too often repeat, but this was the consequence

consequence of the mania for speculation which existed during the years from 1835 to 1840; which mania itself arose, not from the sending out, but from the pouring in, of capital; the same thing would have happened had Government hoarded its money, instead of spending it; and it would have been far worse had Government sold its land, not for ready money but on credit. The wisest thing for the Government to have done would perhaps have been to have refused to sell land at all; but gentlemen will, perhaps, remember the complaints which were made against me by the people of Port Phillip, for not, as they thought, bringing land fast enough to market.

As it is, capital to the amount of 800,000*l.* has been introduced into the colony in the shape of immigrants, the most advantageous form in which it can come, instead of coming in some other shape in which capital was not wanted. Immigrants, of the labouring class are, in fact, in New South Wales, to be regarded as capital: they are frequently, indeed, designated as "labour," but erroneously. They are the substances out of which labour may be extracted, and so is a steam-engine; but nobody calls a steam-engine labour, neither are horses or elephants called labour.

It may seem paradoxical, but I believe it true, that it is not desirable for any government to have more money at its command than is required for its current services. I believe that far more of the evil which this colony has suffered is to be attributed to our having hoarded money between 1832 and 1838, than to our having spent it since 1838. I often thank God that the money is gone; for I now have a ready answer for every person who comes to ask me to engage in expensive undertakings, which I had not, so long as we had large balances at the bank. Old Frederick of Prussia, a despotic monarch, saved money for his son; but that son shot it all away in gunpowder, in making war upon his neighbours; as the Lord Bishop remarked not long ago, that our own national debt was shot away, or rather, the borrowed money which caused the debt. We have shot away a good deal of our borrowed money, not in gunpowder, indeed, but in champagne.

But to revert to the important point at issue—How are we to get money to pay for the importation of immigrants? The first thing to be done is, I answer, to reduce the expenses of government; and if the council will but go hand in hand with me, I doubt not that much may be done in this way; but what, as yet, have you done, gentlemen? At the commencement of the present session I introduced two measures, calculated to lessen the expenses of government, and which, had they been passed as I presented them, would, I firmly believe, have had the effect, in a few years, if not immediately, of enabling us to apply to immigration every shilling of the revenue which is in any way derived from land; that is to say, not only the produce of the sale of lands, but quit-rents, ordinary rents, and also the produce of licenses to depasture stock beyond the boundaries of location; but of these measures, one (the Police and Public Works Bill) was absolutely and entirely rejected; the other (the Corporation Bill) was only passed by accompanying it with a bribe of between 70,000 *l.* and 80,000 *l.* to the people of Sydney and Melbourne.

I am determined, however, to persevere in the most rigid economy; and still endeavour, if possible, to apply the whole of the money derived, in any shape, from land, to the purposes of immigration; and until this shall have been done, or at least until the attempt shall have been made, I do not think we ought to have recourse to a loan, even if it were in our power to get one. The proposal to apply to the purposes of immigration the whole of the money derived, in any shape, from land, is not so chimerical as many may suppose. This colony has been accused of applying to other purposes than those of immigration large portions of its land fund; but it may surprise the persons by whom these accusations have been put forth, to learn, that, of the whole amount derived from the sale of land, since the system of selling land first began in 1832, more than 87 per cent. has been spent on immigration, and that a vast deal more than the remaining 13 per cent. has been expended in the survey and sale of the land, and in the protection of the aborigines—objects which are allowed to form charges on the land fund, even prior to that of immigration itself. It is not true, therefore, that the colony of New South Wales has applied any portion whatever of its land fund to purposes, the expense of which ought to be defrayed out of its ordinary revenue; and it is much, I think, to be desired, that the groundlessness of the charge which has been made against the colony should be exposed.\* I have always contended, that the expense of the survey and sale of land, and also that incurred for the protection and civilization of the aborigines, are legitimate charges on the land fund; but am free also to contend, that if the exigencies of the colony be such as to require the expenditure of the whole land fund on immigration, it is quite legitimate, also, to defray such expenses out of the ordinary revenue. So long as we had a large and even superabundant land fund, it was proper to defray the expenses in question out of that fund, especially as our ordinary revenue was not then able to bear them; but circumstances having changed, our land fund having ceased to be productive, whilst our ordinary revenue has greatly increased, a different state of things has arisen, justifying, and even calling for, a different arrangement.

And here I must observe that, though I do not reckon on selling much land during the next two or three years, neither do I look on the land fund as by any means extinct. As soon as the present panic shall have passed away, and the futility be proved of any attempt to reduce the minimum price of land, when people, in fact, become thoroughly persuaded that a high price will be maintained, then will they begin again to buy readily enough, and

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9 Sept. 1842.

\* See Note (C.), p. 157.



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at prices too above 20s. an acre. I do not say they will do this for mere grazing purposes; but wherever grazing and other pursuits of industry can be combined, there we shall sell land; in less quantities, certainly, than before, but realizing, perchance, more money. And where land cannot be sold, it must be rented; the rents of all government lands must be rigidly collected, as, above all others, must the quit-rents. At the present moment we are paying interest on debentures at eight per cent., when nearly as much money is due to us for quit-rents as would enable us to pay them off. This state of things must not continue; the government cannot allow it. It is not just to those who regularly pay their quit-rents; and still less just to those who have redeemed their quit-rents, to allow these debts to remain outstanding.

Until all other means of providing money for the purposes of immigration shall have been tried, and the insufficiency of them proved, I must declare that I cannot, in the conscientious discharge of my own sworn duty to Her Majesty and to the people of this country, advise Her Majesty's Government to authorize the raising of any larger loan for the service of this colony than may be necessary to equalize, from year to year, the supply of immigrants, so as to relieve the local government, as far as possible, from the inconvenience of uncertainty in respect to the number of immigrants to be expected in any year.

I do not say, gentlemen, nor have I ever said, that I am absolutely opposed to a loan. Should the capital of the country go on increasing, and should we still sell no land, I think a loan would be justifiable; because, as I have already said, the want of labour is proportioned to the increase of capital, of which increase the sale of land is no criterion. Under the squatting system, it cannot be contended that the sale of land is any measure of the want of labour, and the squatting system has been so extended as to have become the system of the colony. But when we talk of a loan, it is essential to bear in mind, that there must be two parties to it—there must be a lender as well as a borrower, and where is this colony to look to for a lender? As to borrowing to any extent in the colony, at the exorbitant interest which is now demanded for money, it must be out of the question; and, though I have no doubt that interest must come down, until it bear a natural proportion to the rate of profit in the colony, I doubt whether it will, for a number of years, come down to five or even six per cent.; and to borrow money at any rate of interest beyond five per cent. would hardly be advisable under any circumstances. We must, therefore, look to the English capitalist; and what inducements have we to offer to him? Is it the way to induce him to lend us money to be constantly crying out that we are ruined; that things are come to such a pass, that it is absolutely better to be without property than to have it? Do we take the proper means to induce people to lend us their money, when we declare, day after day, that we cannot compete in the English market with the Saxon wool-grower, notwithstanding we depasture our flocks upon crown land, at only a nominal rent, and have a protection in the shape of a discriminating duty of a penny on every pound of our wool? Whether from the inferiority of the soil, or from the inferiority of the people, we do not say; but we declare that we cannot do it. Are statements such as these, I will ask, likely to induce people to lend us their money?—put forth, moreover, as they are, not by the ignorant multitude, who take their impressions from the events of the moment—not merely by newspaper correspondents or periodical writers—but gravely announced in this council by the sages of the land! I apprehend that the capitalists of England will not be very ready to lend us their money so long as this strain be continued. But it will be said, that the guarantee of the Home Government may be obtained, and that then every thing will go on smoothly. I grant that the guarantee of the Home Government *may* be obtained, and, if absolutely necessary, I trust that it will; but again let me ask, do we go the right way to obtain it or any other assistance from the Home Government? Can we expect the Home Government to be very ready to give us their assistance, when every thing they do or attempt to do for us is construed into evil? No matter whether it be Lord Glenelg, Lord John Russell, or Lord Stanley that is in office, every thing done is denounced as injurious to the colony, and even as intended to injure it; when it is stated, as it was no longer ago than yesterday in this council, that there is some sinister influence at work behind the scenes, some deep design to bring this colony to ruin, and that the government lends a willing ear to the designers!

I will not say that the statesmen whose names I have mentioned, or any one of them, would refuse to lend us assistance, because what they have hitherto done for us has been thanklessly received; but I must say, that we do not take the most courteous means of inducing them to help us. Secretaries of State are undoubtedly liable to error, like other mortals; and it has been my duty to point out some errors which have been committed in respect to this colony; but I am, nevertheless, as sincerely convinced as I am of any article of my faith, that nothing affecting the colony has been done in England from any other motive than a sincere desire to advance its prosperity in every way that is consistent with a due regard to the interests of other portions of the empire.

To return, however, to the question of a loan. It will naturally be asked, what security have we to give? I believe that we have very ample security; that the unsold lands of the colony, if properly administered, furnish as ample security as any one can desire; but then comes the question, how should they be administered? and this brings me to the plan of which the outline has been developed by the Lord Bishop.

I greatly regret that I cannot go the whole way with his lordship; that in fact I can only go a little way with him; and the sincerity with which I regret this will not be doubted by those who know that it is from the Bishop alone I have received any support in the views which I take of the minimum price. I go along with his lordship in thinking  
that

that the lands beyond the boundaries, or the lands now occupied by the squatters, are the sources from which the revenue may be drawn equal to all our wants; and I agree with his lordship also in thinking that, in order to draw a larger revenue from these lands, some alterations may be advantageously made in the tenure by which they are now held, and that some security should at least be given to the squatter for the value of the improvements which he may make upon them, since it must always be the interest of the landlord to have his land improved, whether the landlord be the Queen, or any private individual; but in the details of his plan I am forced to differ from his lordship, because those details involve a vast number of conditions, the observance of which experience forbids me to expect the Government would ever be able to enforce; and a vast number, too, of deferred payments, which I fear the Government would never be able to collect.

It should be borne in mind that the grants, which are called free or gratuitous in this colony, were not professedly gratuitous when they were made; that they involved a variety of conditions, such as those of settlement, cultivation and payment of quit-rents, and in many cases of other deferred payments, which the Government has in very few instances been able to enforce. I will ask the Colonial Secretary and the Auditor-General, who are here present, what the experience of Government is in respect to these deferred payments? Why, that even the quit-rents are collected with the greatest difficulty, and at an expense which makes it hardly worth while to collect them, notwithstanding that the security for their due payment is as ample as any that can be shown by the proprietor of Belgrave-square for the payment of his ground rents. And if such be the case in respect of quit-rents and of other rents, such as those, for instance, of the leases granted in the time of Sir Thomas Brisbane, all of which are due on lands situated in the older parts of the colony, and comparatively near the seat of government, how much more difficult would it be to collect dues arising out of lands situate hundreds of miles off, extending from Darling Downs to the Bogan, and from the Bogan to Corner Inlet. Any government that attempted to enforce deferred payments of this nature would certainly be defeated; the whole strength of the colony would be arrayed against it. For these reasons, therefore, I think no dependence is to be placed on a revenue to be raised by deferred payments, or, in other words, out of lands sold or given on credit. The only sure system which the Government can go on is that of sale for ready money. I beg also very distinctly to state, that I held these opinions long before I had any knowledge of an Act of Parliament, which, there is every reason to suppose, has already passed, and which, if passed, must entirely prevent the carrying into effect of the plans of the Lord Bishop. The proposed Act of Parliament is not confined to the fixing of a minimum price below which no land shall be sold; there are other provisions in it, such as, first, that all land shall be sold by auction; secondly, that it shall be sold only for ready money; and, thirdly, that no land shall be let on lease for any period longer than 12 months. It will scarcely, therefore, be prudent to rest our hopes on a plan which proceeds on principles directly opposed to such an Act of Parliament. But the Act of Parliament, it may be said, will be repealed. So it will, I have no doubt, if, after a fair trial, it be found to work badly; but I am equally certain that it will be allowed a fair trial; and for such a trial I do not think that four, five, or even six years will be considered too long a period; and that, consequently, even allowing the Act to be an injudicious one (which I am very far from thinking it), it would be most imprudent in us to rely upon any scheme which cannot be carried into effect whilst the Act remains in force.

Before I conclude, I must say a few words more respecting the squatters.

It has been said that I am the enemy of the squatters, and that I am bent on destroying the squatting interest. Now, although squatting did not owe its origin to me, I may safely say that I have been the best friend to the squatters that they ever had, and I believe I may add, I was the first person to point out to the Home Government, which I did in my despatch of the 19th of December 1840, the vast importance of the squatting interest to this colony. I am and always have been the advocate of squatting, but I do not advocate the putting of the squatter on a par with the purchaser of crown land. To do this would be effectually to nullify all the regulations which have been introduced for the disposal or sale of land, since land began to be of any value in the colony; and if I could even so far forget my own duty as to allow the person who may be the first to seize on any quantity of crown land to become the virtual proprietor of it, there are other and superior authorities who will not allow their regulations to be so evaded.

So obviously does the squatting system act to prevent the sale of crown lands, that the late Secretary of State, in a despatch which has been laid before the council,\* pointed out the propriety of raising the price of a license to depasture stock beyond the boundaries to five or six times its present amount. Nor was his Lordship prompted to this by any communication from New South Wales beyond a simple narration of facts. It scarcely appears to me that we can go at present as far as his Lordship's suggestion would lead us; but I am satisfied that whilst it is desirable, on the one hand, to improve the tenure of the squatter in every way in which it can be done without indisposing him to become a purchaser of land, so we must, on the other, as soon as the present despondency shall have passed away, make several important alterations in respect to squatting licenses. The opportunity may, if possible, be afforded to the squatter of purchasing as a homestead some moderate portion of the land which he occupies, without forcing him to take a quantity,

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SOUTH WALES.

Speech of  
Sir George Gipps.

9 Sept. 1842.

\* Dated 20th June 1841.



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tity, which, at the present high minimum price, his means might not enable him to pay for; such, purchase, however, must be at auction (so long as the contemplated Act of Parliament remains in force), and for ready money. On the other hand, every station must be separately licensed (which is not the case at present), and the quantity of land held under any single license must not exceed what may be necessary for a given number of sheep or oxen. In fact, licenses must be more nearly assimilated to leases than they now are, and the occupation of any land without lease or license (whether within or without the boundaries) must be most strictly prohibited.

The practice which is growing up of forming stations only for the purpose of selling them must be prohibited also; and I am very much disposed to think that a person who may form a station without the previous permission of the Government must in no case whatever be allowed to retain it. The formation of stations without the permission of Government is the principal cause of those atrocities, whether committed by or on the aborigines, which bring discredit on the whole colony, and render necessary the maintenance of an expensive police force, even in the uttermost parts of the wilderness.

I have already spoken of the difficulty with which the rights of the Crown, and even its most unquestioned rights, can be enforced at great distances from the seat of Government, if ever suffered to fall into abeyance, or if the assertion of them be deferred. I will, in conclusion, only on this head remind the council of an instance which occurred but as yesterday—the first and only instance in which I have exercised the undoubted right of refusing to renew a license. What then occurred has acted, I may say, on me as a warning (and it will be, I trust, a warning to all future governors) of the necessity of proceeding with great firmness, but, at the same time, with great caution, in the administration of the lands which form in this colony the domain of the Crown.

Note (A.)

COMPARATIVE STATEMENT of the QUANTITY of SPECIE in the Colony of *New South Wales*, in the First Quarter of the Year 1841, and in the Second Quarter of 1842.

	Quarter ending					
	31 March 1841.			30 June 1842.		
	£.	s.	d.	£.	s.	d.
In the several banks at Sydney and Melbourne - - -	342,137	11	5	488,865	9	1
In the military chest - - - - -	32,769	19	2			
In the Colonial Treasury - - - - -	38,900	-	-			
TOTAL - - - £.	413,807	10	7	488,865	9	1

The quantity of coin in the possession of private individuals cannot be correctly ascertained; but, on account of the sums brought in by immigrants, it must have been more in 1842 than in 1841.

RETURN of the AMOUNT of DEPOSITS in the BANKS of the Colony (collectively), during the First Quarter of the Year 1841, and the Second Quarter of 1842.

	Quarter ending					
	31 March 1841.			30 June 1842.		
	£.	s.	d.	£.	s.	d.
Total amount of the average deposits, as given in the bank returns, made under the Act of Council, 4 Vict. No. 13 -	1,123,636	14	1	965,785	14	4
Deduct government deposits, belonging to the military chest and colonial treasury - - - - -	262,036	-	-	65,891	-	-
Deposits of individuals - - - £.	861,600	14	1	899,894	14	4

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Note (B.)

RETURN of LAND sold in the Colony of *New South Wales*, in the Years 1838, 1839 and 1840.

*N.B.*—The minimum price was raised from 5*s.* to 12*s.* in 1839.

	YEARS	COUNTRY LANDS.			TOWN ALLOTMENTS.			COUNTRY LANDS AND TOWN ALLOTMENTS.		
		Acres.	Price per Acre.	Sum.	Acres.	Price per Acre.	Sum.	Acres.	Price per Acre.	Sum.
			£. s. d.	£. s. d.	A. R. P.	£. s. d.	£. s. d.		£. s. d.	£. s. d.
Old Parts of the Colony.	1838	278,323	- 5 4 <sup>3</sup> / <sub>4</sub>	75,159 5 11	185 3 26	17 7 4	3,228 13 5	278,509	- 5 7 <sup>1</sup> / <sub>2</sub>	78,387 19 4
	1839	198,198	- 8 1 <sup>3</sup> / <sub>4</sub>	80,836 7 5	231 0 22	29 - 11 <sup>1</sup> / <sub>4</sub>	6,714 2 3	198,429	- 8 9 <sup>3</sup> / <sub>4</sub>	87,550 9 8
	1840	94,878	- 13 1 <sup>3</sup> / <sub>4</sub>	62,360 5 10	513 1 25	69 3 7 <sup>3</sup> / <sub>4</sub>	35,518 13 9	95,391	1 - 6 <sup>1</sup> / <sub>2</sub>	97,878 19 7
Port Phillip.	1838	38,653	- 13 3	25,587 17 9	41 1 12	213 11 7 <sup>1</sup> / <sub>2</sub>	8,826 5 4	38,694	- 17 9 <sup>1</sup> / <sub>2</sub>	34,414 3 1
	1839	38,283	1 11 11	61,102 14 6	65 1 8	137 19 -	9,008 2 8	38,348	1 16 6 <sup>3</sup> / <sub>4</sub>	70,110 17 2
	1840	82,729	1 12 11	136,367 15 8	169 2 16	487 16 2	82,732 10 -	82,899	2 12 10	219,100 5 8

Note (C.)

RECEIPTS and EXPENDITURE of the LAND FUND of *New South Wales*, from 1832 to 1842.

	£.	s.	d.
Gross proceeds of the sales of land, of every description, from the beginning of the year 1832 up to the present time - - - - -	1,090,583	17	2
Amount actually paid during the same period, on account of immigration into the colony from the United Kingdom * - - - - -	951,241	17	4
Difference - - - £.	139,341	19	10
Amount paid within the same period on account of the survey of land, and the expense of bringing it to sale - - - 198,417 17 11			
Amount expended during the same period on the protection and civilization of the Aborigines - - - - - 63,097 2 -			
	261,514	19	1
Excess in expenditure over receipts, or the amount which has been paid out of the ordinary revenue of the colony - - - - - £.	122,173	—	1

Compiled from a Return by the Auditor-general of the colony, dated September 7, 1842.

\* Being more than 87 per cent. of the whole amount received.





## AGRICULTURAL PRODUCE (CANADA).

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RETURN to an Address of the Honourable The House of Commons,  
dated 26th May 1843;—for,

COPIES or EXTRACTS of such Parts of the JOURNALS of the HOUSE OF ASSEMBLY of *Canada*, for the Year 1842, as relate to the Imposition of a DUTY on AGRICULTURAL PRODUCE imported into the said Province.

Colonial Office, Downing Street, }  
30 May 1843.

G. W. HOPE.

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*Ordered, by The House of Commons, to be Printed, 30 May 1843.*

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COPIES or EXTRACTS of such Parts of the JOURNALS of the HOUSE OF ASSEMBLY of *Canada*, for the Year 1842, as relate to the Imposition of a DUTY on AGRICULTURAL PRODUCE imported into the said Province.

*Lunæ, 12<sup>o</sup> die Septembris, 1842.*

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Pursuant to the order of the day, the following Petition was read:—

OF the North American Committee of the Colonial Society, setting forth the importance of a free trade with Great Britain in the agricultural productions of British North America; and praying that a duty may be laid on the importation of those productions to protect the farmers of this Province from the competition of foreigners.

Extracts from  
Journals of Legis-  
lative Assembly  
of Canada;  
Sess. 1842.

On motion of the Honourable Mr. Jones, seconded by Mr. Hale,

Resolved, That this House will, on Wednesday next, resolve itself into a Committee of the whole House to take into consideration the expediency of imposing a duty on the agricultural products of the neighbouring States when imported into this Province.

*Mercurii, 14<sup>o</sup> die Septembris, 1842.*

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THE order of the day for the House in Committee to take into consideration the expediency of imposing a duty on the agricultural products of the neighbouring States, when imported into this Province, being read,

Ordered, That the said order of the day be postponed until Monday next.

*Jovis, 15<sup>o</sup> die Septembris, 1842.*

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Pursuant to the order of the day, the following Petition was read:—

OF the Municipal Council of the Niagara District, praying that a duty be imposed upon American products introduced into the Province; and that the Imperial Parliament be addressed to pass a law admitting the products of this Province into Great Britain, free of duty.



Extracts from  
Journals of Legis-  
lative Assembly  
of Canada ;  
Sess. 1842.

*Lunæ, 19<sup>o</sup> die Septembris, 1842.*

Resolved, That the Petition of the North American Committee of the Colonial Society, presented to the House on the 8th instant, be referred to a Special Committee, to examine the contents thereof, and to report thereon from time to time; with power to send for persons, papers and records.

Ordered, That Mr. Merritt, Mr. Williams, the Honourable Mr. Hincks, the Honourable Mr. Neilson, Mr. Burnet, the Honourable Mr. Moffatt, Mr. Leslie, Sir Allan N. MacNab, and the Honourable Mr. Viger, do compose the said Committee.

Ordered, That the Petition of the Municipal Council of the Niagara District, praying that a duty be imposed upon American Products introduced into the Province, be referred to the Special Committee to which was referred the Petition of the North American Committee of the Colonial Society.

*Jovis, 22<sup>o</sup> die Septembris, 1842.*

Pursuant to the order of the day, the following Petition was read:—

OF the Municipal Council of the District of Brock, praying that a duty be laid on American produce introduced into this Province, for the protection of Agriculturists.

On motion of Mr. Merritt, seconded by Mr. Williams,

Resolved, That an humble Address be presented to his Excellency the Governor-general, praying that his Excellency will be pleased to cause to be laid before this House a copy of a Despatch from the Right honourable C. Poulett Thompson, Governor-general of this Province, to Lord John Russell, dated, Government House, Montreal, 26 May 1840, transmitting an Address from the Legislature of the late Province of Upper Canada, praying for the introduction of Canadian corn into Great Britain free from duty, and to empower the Legislature of this Province to originate measures relating to the colonial trade generally; together with copies of all Despatches or other communications with the Colonial Secretary, on the subject of duties on the agricultural productions and commerce of this Province since that period.

Ordered, That the said Address be presented to his Excellency by such Members of this House as are of the Honourable the Executive Council of this Province.

*Lunæ, 26<sup>o</sup> die Septembris, 1842.*

Pursuant to the order of the day, the following Petition was read:—

OF William Morris and others, inhabitants of the eastern townships of Canada East, praying that a protecting duty be laid on all foreign produce introduced into this Province.

The Honourable S. B. Harrison laid before the House, by command of his Excellency the Governor-general:—

Return to an Address from the House of Assembly to his Excellency the Governor-general, dated 22d September 1842, praying “for a copy of a Despatch from the Right honourable C. Poulett Thompson, Governor-general of this Province, to Lord John Russell, dated Government House, Montreal, 26 May 1840, transmitting an Address from the Legislature of the late Province of Upper Canada, praying for the introduction of Canadian corn into Great Britain, free from duty, and to empower the Legislature of this Province to originate measures relating to the colonial trade generally; together with copies of all Despatches or other communications with the Colonial Secretary, on the subject of duties on the agricultural productions of this Province since that period.”

Kingston, 24th September 1842.

*Rawson W. Rawson.*

On

## OF CANADA; IN 1842, RELATIVE TO AGRICULTURAL PRODUCE. 3

On motion of the Honourable Mr. Harrison, seconded by the Honourable Mr. Hincks, Extracts from  
Journals of Legis-  
lative Assembly  
of Canada;  
Sess. 1842.

Resolved, That this House will, on to-morrow, resolve itself into a Committee of Ways and Means to consider the propriety of laying a duty upon imports of Foreign Wheat into the ports of this Province, and that it be then the first order of the day.

Ordered, That 250 copies of the Despatch from the Secretary of State for the Colonies, on the subject of the free admission of Canada Corn into Great Britain, be printed in each of the English and French languages, for the use of the members of this House.

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*Martis, 27<sup>o</sup> die Septembris, 1842.*

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THE order of the day for the House in Committee of Ways and Means to consider the propriety of laying a duty upon imports of Foreign Wheat into the ports of this Province, being read,

The House, accordingly, resolved itself into the said Committee.

Mr. Leslie took the chair of the Committee, and after some time spent therein, Mr. Speaker resumed the chair;

And Mr. Leslie reported, that the Committee had made some progress, and had directed him to move for leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

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*Mercurii, 28<sup>o</sup> die Septembris, 1842.*

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Pursuant to the order of the day, the following Petition was read:—

OF Richard Robinson, and others, of the township of Gwillimbury West, praying that a protecting duty may be imposed on American produce introduced into this Province.

The order of the day, for the House in Committee of Ways and Means, to consider the propriety of laying a duty upon imports of Foreign Wheat into the Province, being read,

Ordered, That the said order of the day be postponed until to-morrow, and that it be then the third order of the day.

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*Jovis, 29<sup>o</sup> die Septembris, 1842.*

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Pursuant to the order of the day, the following Petition was read:—

OF George Pringle, and others, of Hemmingford, and other places, praying that a protecting duty be laid on American produce introduced into this Province.

On motion of Mr. Merritt, seconded by the Honourable Mr. Moffatt,

Ordered, That the Return to the Address of this House, of the 22d instant, with the several Despatches, on the subject of the importation of Wheat and Wheaten Flour, be referred to the Special Committee to which was referred the Petition of the North American Committee of the Colonial Society.

On motion of Mr. Hale, seconded by Mr. Child,

Ordered, That it be an instruction to the Committee of Ways and Means to consider the propriety of laying a duty upon imports of Foreign Wheat into the ports of the Province; to consider at the same time the expediency of imposing a proportionate and simultaneous duty upon all other sorts of agricultural produce.

Mr. Simpson moved, seconded by Sir Allan N. MacNab, That it be a further instruction to the said Committee to inquire into the propriety of continuing the construction of the canals on the St. Lawrence, in the event of the said duties being imposed.



Extracts from  
Journals of Legis-  
lative Assembly  
of Canada ;  
Sess. 1842.

The question having been put upon the said motion, a division ensued, and it passed in the negative.

The order of the day for the House in Committee of Ways and Means, to consider the propriety of laying a duty upon imports of Foreign Wheat into the ports of the Province, with an instruction to the said Committee, being read,

The House accordingly resolved itself into the said Committee.

Mr. Leslie took the chair of the Committee; and after some time spent therein,

Mr. Speaker resumed the chair;

And Mr. Leslie reported that the Committee had come to several Resolutions, which he was directed to submit to the House, whenever it shall be pleased to receive the same.

Ordered, That the Report be received to-morrow.

---

*Veneris, 30<sup>o</sup> die Septembris, 1842.*

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MR. LESLIE, from the Committee of Ways and Means, to consider the propriety of laying a duty upon imports of Foreign Wheat into the ports of the Province, with an instruction to the said Committee, reported, according to order, the Resolutions of the said Committee, which Resolutions were again read at the Clerk's table, and are as followeth:

Resolved, As the opinion of this Committee, that it is expedient, in order to encourage the agricultural interests of this Province, and facilitate the free admission of Canadian Wheat into the ports of the United Kingdom, to impose a duty on Foreign Wheat imported into this Province.

Resolved, As the opinion of this Committee, that the said duty be Three Shillings sterling per Imperial quarter.

Resolved, As the opinion of this Committee, that in addition to the duty resolved to be imposed upon Foreign Wheat by the preceding Resolutions, a duty be imposed upon all other agricultural products imported into this Province from the United States of America.

Ordered, That the question of concurrence be now separately put upon the said Resolutions.

The first of the said Resolutions being again read,

Mr. Black moved, in amendment, seconded by the Honourable Mr. Neilson, that the following words be added to the said Resolution, and do make part thereof: "Provided that such duty be levied only when Canadian Wheat shall be admitted into the ports of the United Kingdom duty-free, or at a merely nominal duty; and Foreign Wheat, imported into Canada, and exported thence to the United Kingdom, shall be admitted on the same terms as if the produce of Canada."

The House divided on the motion of amendment, and the names being called for, they were taken down as followeth:

#### YEAS.

Black, Burnet, Boulton, Chesley, Christie, Dunlop, Dunscomb, Forbes, Hale, Hamilton, Kimber, Leslie, D. McDonald, McLean, Neilson, Noel, Simpson, and Thompson. (18.)

#### NAYS.

Armstrong, Barthe, Berthelot, Boswell, Boutillier, Cameron, Child, Cook, Daly, Delisle, Derbishire, De Witt, Dunn, Durand, Foster, Gilchrist, Harrison, Hincks, Hopkins, Jones, J. S. Macdonald, Merritt, Moore, Morris, Papineau, Parent, Parke, Quesnel, Roblin, Harmannus Smith, Steele, Taché, Taschereau, Turcotte, Turgeon, D. B. Viger, L. M. Viger, Watts and Williams. (39.)

So it passed in the negative.

The

## OF CANADA, IN 1842, RELATIVE TO AGRICULTURAL PRODUCE. 5

The question being then put on the said first Resolution, the House divided thereon, and the names being called for, they were taken down as followeth :

Extracts from  
Journals of Legis-  
lative Assembly  
of Canada ;  
Sess. 1842.

## YEAS.

Armstrong, Barthe, Berthelot, Boswell, Boutillier, Boulton, Cameron, Child, Cook, Daly, Delisle, Derbishire, De Witt, Dunn, Dunscomb, Durand, Foster, Gilchrist, Hale, Harrison, Hincks, Hopkins, Jones, Kimber, Sir Allan N. MacNab, D. M'Donald, J. S. Macdonald, Merritt, Moffatt, Moore, Morris, Papineau, Parent, Parke, Quesnel, Roblin, Harmannus Smith, Steele, Taché, Taschereau, Thompson, Turcotte, Turgeon, D. B. Viger, L. M. Viger, Watts, Williams, Woods, and Yule. (49.)

## NAYS.

Black, Burnet, Chesley, Christie, Dunlop, Forbes, Hamilton, Leslie, M'Lean, Neilson, Noel, Simpson, and Sherwood. (13.)

So it was carried in the affirmative.

The second of the said Resolutions being again read, and the question of concurrence being put thereon, a division ensued, and the names being called for, they were taken down as in the last preceding division.

So it was carried in the affirmative.

The third and last of the said Resolutions being again read,

Mr. Hamilton moved, in amendment, seconded by Mr. Simpson, that the following words be added to the said Resolution, and do make part thereof: " Provided always, that all agricultural produce imported into the Inferior District of Gaspé, for the use of the fisheries, be exempted from any duty."

The House divided on the motion of amendment, and the names being called for, they were taken down as followeth :

## YEAS.

Barthe, Black, Boutillier, Burnet, Boulton, De Witt, Dunlop, Dunscomb, Hale, Hamilton, Kimber, D. McDonald, Moffatt, Neilson, Papineau, Simpson, Sherwood, and L. M. Viger. (18.)

## NAYS.

Armstrong, Berthelot, Boswell, Cameron, Chesley, Child, Christie, Cook, Delisle, Dunn, Durand, Forbes, Foster, Gilchrist, Harrison, Hincks, Hopkins, Jones, Leslie, Sir Allan N. MacNab, J. S. Macdonald, McLean, Moore, Morris, Noel, Parent, Parke, Quesnel, Roblin, Harmannus Smith, Steele, Taché, Taschereau, Thompson, Turcotte, Turgeon, D. B. Viger, Williams, and Woods. (39.)

So it passed in the negative.

The question being then put on the said third and last Resolution, the House divided thereon, and the names being called for, they were taken down as followeth :

## YEAS.

Armstrong, Boswell, Boutillier, Boulton, Cameron, Chesley, Child, Cook, Derbishire, De Witt, Dunn, Dunscomb, Durand, Foster, Gilchrist, Hale, Harrison, Hincks, Hopkins, Jones, Kimber, Sir Allan N. MacNab, J. S. Macdonald, Moore, Morris, Parke, Roblin, Harmannus Smith, Sherwood, Steele, Taché, Taschereau, Thompson, Turcotte, Turgeon, Watts, Williams, Woods, and Yule. (39.)

## NAYS.

Barthe, Berthelot, Black, Burnet, Christie, Delisle, Dunlop, Forbes, Hamilton, Leslie, D. Macdonald, McLean, Moffatt, Neilson, Noel, Papineau, Parent, Quesnel, Simpson, D. B. Viger, and L. M. Viger. (21.)

So it was carried in the affirmative, and,

Resolved, That this House doth concur with the Committee in the said Resolutions.



## 6      EXTRACTS FROM JOURNALS OF LEGISLATIVE ASSEMBLY

Extracts from  
Journals of Legis-  
lative Assembly  
of Canada;  
Sess. 1847.

Ordered, That the Honourable Mr. Harrison have leave to bring in a Bill to impose a duty upon Foreign Wheat imported into this Province.

He accordingly presented the said Bill to the House, and the same was received and read for the first time, and ordered to be read a second time on Monday next.

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*Sabbati, 1<sup>o</sup> die Octobris, 1842.*

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Pursuant to the order of the day, the following Petition was read:—

OF R. Jones, and others, of the county of Missisquoi, praying for a protecting duty on American produce introduced into this Province.

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*Lunæ, 3<sup>o</sup> die Octobris, 1842.*

---

Pursuant to the order of the day, the following Petition was read:—

OF Joseph Thompson, and others, of the township of Brock, Home district, praying for a protecting duty on American produce introduced into this Province.

A Bill to impose a duty upon Foreign Wheat imported into this Province was, according to order, read a second time.

Ordered, That the said Bill be now referred to a Committee of the whole House.

The House accordingly resolved itself into the said Committee.

Mr. Boulton took the chair of the Committee, and after some time spent therein,

Mr. Speaker resumed the Chair;

And Mr. Boulton reported that the Committee had gone through the Bill, and had made an amendment thereto, which he was directed to report to the House, whenever it shall be pleased to receive the same.

Ordered, That the Report be received to-morrow.

---

*Martis, 4<sup>o</sup> die Octobris, 1842.*

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ORDERED, That the Petition of William Morris and others, inhabitants of the Eastern Townships of Canada East, presented to the House on the 22d of September last, be referred to the Special Committee to which was referred the Petition of the North American Committee of the Colonial Society, and other references.

Mr. Boulton, from the Committee of the whole House, on the Bill to impose a duty upon Foreign Wheat imported into this Province, reported, according to order, the amendment made by the Committee to the said Bill, which amendment was again read at the Clerk's table.

The Honourable Mr. Harrison moved, seconded by Mr. Parke, That the question of concurrence be now put upon the said amendment.

Mr. Black moved in amendment, seconded by Mr. Hale, That all the words after "That," in the said motion be struck out, and the following substituted: "The said Bill be now re-committed to a Committee of the whole House, for the purpose of adding after the word 'next,' in the ninth line of the second page, the following words: Provided, Wheat and Wheat Flour imported into the United Kingdom from Canada be then admitted into the said United Kingdom free of duty; and if they be not then so admitted, then from and after the day on which and so long as they shall continue to be so admitted.'"

The question having been put on the motion of amendment, a division ensued, and the names being called for, they were taken down as followeth:

YEAS.

Berthelot, Black, Burnet, Boulton, Cartwright, Chesley, Christie, Delisle, Dunlop, Dunscomb, Forbes, Hale, Hamilton, Leslie, Sir Allan N. MacNab, McLean, Neilson, Simpson, and Yule. (19.)

NAYS.

## OF CANADA, IN 1842, RELATIVE TO AGRICULTURAL PRODUCE. 7

## NAYS.

Armstrong, Boswell, Boutillier, Cameron, Cook, Daly, Derbshire, De Witt Dunn, Durand, Foster, Gilchrist, Harrison, Hincks, Hopkins, Jones, J. S. Macdonald, Merritt, Moffatt, Moore, Morris, Papineau, Parke, Quesnel, Roblin, Harmannus Smith, Thompson, Turcotte, D. B. Viger, L. M. Viger, and Williams. (31.)

Extracts from  
Journals of Legis-  
lative Assembly  
of Canada;  
Sess. 1842.

So it passed in the negative.

The question being then put on the main motion, it was agreed to by the House.

And the said amendment being again read, and the question of concurrence being put thereon, it was agreed to by the House, and

Resolved, That this House doth concur with the Committee in the said amendment.

Ordered, That the said Bill, as amended, be engrossed.

An engrossed Bill, to impose a duty upon Foreign Wheat imported into this Province, was read for the third time.

Resolved, That the Bill do pass.

Ordered, That the Honourable Mr. Harrison do carry the said Bill to the Legislative Council, and desire their concurrence.

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*Sabbati, 8<sup>o</sup> die Octobris, 1842.*

A MESSAGE from the Legislative Council by John Godfrey Spragge, Esquire, Master in Chancery.

Mr. Speaker,

The Legislative Council have passed the following Bill, without any amendment:

“An Act to impose a Duty upon Foreign Wheat imported into this Province.”

Mr. Merritt, from the Special Committee to which was referred the Petition of the North American Committee of the Colonial Society, and other references, presented to the House the Report of the said Committee, which was again read, at the Clerk's table.

Ordered, That the said Report be referred to a Committee of the whole House on Monday next.

---

*Lunæ, 10<sup>o</sup> die Octobris, 1842.*

THE order of the day, for the House in Committee on the Report of the Special Committee, to which was referred the Petition of the North American Committee of the Colonial Society, and other references, being read,

The Honourable Mr. Hincks moved, seconded by the Honourable Mr. Viger, That the said order of the day be postponed.

The question having been put upon the said motion, a division ensued, and the names being called for, they were taken down as followeth:

## YEAS.

Armstrong, Berthelot, Boswell, Boutillier, Cameron, Christie, Cook, Derbshire, Durand, Forbes, Gilchrist, Harrison, Hincks, Hopkins, Killaly, Kimber, Leslie, Moore, Morris, Neilson, Noel, Papineau, Parke, Powell, Roblin, Henry Smith, Taschereau, D. B. Viger, L. M. Viger, and Woods. (30.)

## NAYS.

Cartwright, De Witt, Dunlop, Foster, Johnston, Sir Allan N. MacNab, D. McDonald, J. S. Macdonald, McLean, Merritt, Moffat, Simpson, Harmannus Smith, Sherwood, Thompson, and Williams. (16.)

So it was carried in the affirmative; and,

Ordered, accordingly.



Extracts from  
Journals of Leg-  
islative Assembly  
of Canada;  
Sess. 1842.

Ordered, That 250 copies of the Report of the Special Committee, to which was referred the Petition of the North American Committee of the Colonial Society, and other references, be printed in each of the English and French languages, for the use of the Members of this House.

*Mercurii, 12° die Octobris, 1842.*

THE Titles of the following Bills were then read :  
An Act to impose a Duty upon Foreign Wheat imported into the Province.  
An Act, &c.

To each of which it was his Excellency the Governor-general's pleasure to say, that he reserved the said Bill for the signification of Her Majesty's pleasure thereon.

AGRICULTURAL PRODUCE (CANADA).

COPIES or EXTRACTS of such Parts of the JOURNALS of the HOUSE of ASSEMBLY of Canada, for the Year 1842, as relate to the Imposition of a DUTY on AGRICULTURAL PRODUCE imported into the said Province.

(*Mr. Charles Wood.*)

*Ordered, by The House of Commons, to be Printed,  
30 May 1843.*

294.

*Under 1 oz.*

# FLOUR (CANADA).

RETURN to an Order of the Honourable The House of Commons,  
dated 3 May 1843;—for,

AN ACCOUNT of all DUTIES charged or chargeable, per Hundred Weight,  
on FLOUR, the Produce or Manufacture of *Canada*, imported into the Ports  
of *London* or *Liverpool*, in British or Canadian Shipping, and entered for  
Home Consumption, stated Monthly, from the 25th day of May 1842 to  
the 24th day of April 1843, inclusive.

						Rates of Duty chargeable on the Entry, for Home Consumption, of WHEAT FLOUR, the Produce or Manufacture of Canada.	
						Per Cwt.	
						s.	d.
In the Month ended	24th June	-	1842	-	-	-	4 <sup>1</sup> / <sub>2</sub>
	24th July	-	„	-	-	-	4 <sup>1</sup> / <sub>2</sub>
	24th August	-	„	-	-	-	4 <sup>1</sup> / <sub>2</sub>
	24th September	„	to - 15th September		-	-	4 <sup>1</sup> / <sub>2</sub>
			from 15th		1	-	<sup>1</sup> / <sub>2</sub>
			to - 21st		1	8	<sup>1</sup> / <sub>2</sub>
			from 22d		1	8	<sup>1</sup> / <sub>2</sub>
	24th October	-	„	-	-	1	8 <sup>1</sup> / <sub>2</sub>
	24th November	-	„	-	-	1	8 <sup>1</sup> / <sub>2</sub>
	24th December	-	„	-	-	1	8 <sup>1</sup> / <sub>2</sub>
	24th January	-	1843	-	-	1	8 <sup>1</sup> / <sub>2</sub>
	24th February	-	„	-	-	1	8 <sup>1</sup> / <sub>2</sub>
	24th March	-	„	-	-	1	8 <sup>1</sup> / <sub>2</sub>
	24th April	-	„	-	-	1	8 <sup>1</sup> / <sub>2</sub>

Inspector-General's Office,  
Custom-House, London,  
5 May 1843.

WILLIAM IRVING.



FLOUR (CANADA).

AN ACCOUNT of all DUTIES charged or charge-  
able, per Hundred Weight, on FLOUR, the  
Produce or Manufacture of *Canada*, imported  
into the Ports of *London* or *Liverpool*, in British  
or Canadian Shipping, and entered for Home  
Consumption, stated Monthly, from the 25th  
day of May 1842 to the 24th day of April 1843,  
inclusive.

(*Mr. Trotter.*)

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*Ordered, by The House of Commons, to be Printed,*  
*16 May 1843.*

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WHEAT (CANADA).

RETURN to an Address of the Honourable The House of Commons,  
dated 9 February 1843;—*for*,

COPIES or EXTRACTS of any COMMUNICATIONS which have taken place  
between Her Majesty's Government and the Authorities of *Canada*, respecting  
the DUTIES levied on WHEAT imported from the United States into *Canada*,  
or from *Canada* into the United Kingdom, since the 1st day of January 1842.

Colonial Office, Downing-street, }  
10 February 1843. }

G. W. HOPE.

(*Mr. Charles Wood.*)

Ordered, by The House of Commons, to be Printed,  
13 February 1843.



SCHEDULE.

No.	DATE.	SUBJECT.	PAGE.
1. Lord Stanley to Sir Charles Bagot.	2 Mar. 1842	Respecting the Importation of Canadian Wheat and Flour into the United Kingdom.	3
2. Sir Charles Bagot to Lord Stanley.	14 Apr. 1842	In answer to the above - - -	4
3. Sir Charles Bagot to Lord Stanley.	11 Nov. 1842	Transmitting the Wheat Duty Bill, reserved for the signification of Her Majesty's Pleasure.	4
4. Lord Stanley to Sir Charles Bagot.	1 Feb. 1843	Acknowledges preceding Despatch -	5
5. Sir Charles Bagot to Lord Stanley.	21 Feb. 1842	Transmitting Petitions from the Board of Trade of Montreal, praying for the Repeal of the Duties on Canadian Produce imported into the United Kingdom.	6
6. Lord Stanley to Sir Charles Bagot.	3 Apr. 1842	In reply to the above - - -	7
7. Sir Charles Bagot to Lord Stanley.	28 Apr. 1842	Transmitting Petition from the Merchants, &c. of the Home District, Canada, praying for the admission into the United Kingdom, Duty free, of Canadian Corn, &c.	8
8. Lord Stanley to Sir Charles Bagot.	29 May 1842	In reply to the above - - -	10

## WHEAT (CANADA).

—No. 1.—

(No. 83.)

COPY of a DESPATCH from Lord *Stanley* to the Right Honourable  
Sir *Charles Bagot*, G.C.B.

Sir,

Downing-street, 2 March 1842.

No. 1.

Despatch from  
Lord Stanley to  
the Right Hon. Sir  
Charles Bagot,  
2 March 1842.

IN the anxious consideration which it has been the duty of Her Majesty's Government to give to the important and complicated question of the importation of corn into this country, they have, of course, not overlooked the interest which is felt in this question by the province of Canada, and which has been expressed in Memorials from the legislative body, and from other parties, addressed to Her Majesty and the Legislature of this country, and although in present circumstances Her Majesty's Government have not felt themselves justified in recommending to Parliament a compliance with the general request of the various memorialists, that Canadian corn and flour should be imported at a nominal duty into the United Kingdom, I trust that the steps which we have taken, and the grounds upon which we have declined to advance further in the same direction, will convince the people of Canada that the course which we have pursued has been dictated by no unfriendly feeling towards the interests of Canada, and especially of Canadian agriculture.

The steps which have been taken, so far as they go, have been decidedly in favour of those interests. By the law, as it has hitherto stood, Canadian wheat and wheat flour have been admissible into Great Britain at a rate of duty estimated at 5*s.* per quarter, until the price in the English market reached 67*s.*, at which amount the duty fell to 6*d.* By the Bill which is now before Parliament, the duty of 5*s.* is leviable only while the price is below 55*s.*, and at 58*s.* falls to 1*s.* only. But in addition to this reduction in the amount of price at which the lower duty becomes payable, it is proposed to take off the restriction which has hitherto been imposed upon the importation of Canadian flour into Ireland, and thus to open a new market to that which may justly be considered as one of the manufactures of Canada.

In the measures which they have adopted, not without the most anxious attention to the various interests involved, Her Majesty's Government have been desirous, while they gave a general facility of admission to the British market, of disturbing as little as possible the relative advantages possessed by the colonial and foreign suppliers of that market. In this sense, while they have continued to the Channel Islands the facilities which they have heretofore enjoyed, of a free importation of their own produce (limited as it necessarily is in extent) into Great Britain, together with the means which they at present enjoy, of having their own supplies furnished from the neighbouring and cheaper market, they have not felt themselves called upon to remove from the Isle of Man the restrictions which have been recently imposed on that island, as to its foreign imports, while it possesses the advantages of an unrestricted commerce with Great Britain. The same principle has guided Her Majesty's Government in the course which they have felt it their duty to pursue with regard to Canada.

It is impossible to be more fully convinced than are the Members of Her Majesty's Government of the importance to the interests, both of the colony and of the mother country, of maintaining between the two the most unrestricted freedom of commercial intercourse. Even a cursory examination of facts and figures must demonstrate the value to be attached in a commercial, and much more in a moral and political, point of view to the continuance and improvement of that rapidly-increasing intercourse; and Her Majesty's Government would have had much less difficulty in approaching the question of an unrestricted admission of Canadian wheat and flour into the British markets, if it had been in their power to look at that question as one of intercourse between Great Britain and her most important colony, and independent of all considerations of foreign trade. But it was impossible for Her Majesty's Government so to regard it,—it was impossible that they should not advert to the geographical position of Canada, in



reference to the great corn-growing States of the West of America,—it was impossible not to see that, however desirable it might be even to encourage the transit through Canada of the produce of those States, with the advantage to Canada of any manufacturing process which it might undergo in the transit, a relaxation of duty to the extent of free, or nearly free, admission would have been a relaxation not limited, as in this case it ought to be, to the produce of a British colony.

It is true that the Imperial Parliament, at the time that they admitted Canadian produce at a nominal duty, might constitutionally have imposed a corresponding duty upon the import of American wheat into Canada, and might thus have placed a check upon the undue influx of foreign, under the name of Canadian, produce; but looking back to the proceedings of the last Session of the Legislature of Canada, I find that such an impost was considered, and ultimately rejected; and whatever might be the view taken by Her Majesty's Government under a different state of circumstances, in which a tax imposed by Colonial authority, and of course receivable into the Colonial Treasury, upon wheat imported from the United States might secure the agriculturists of England against the competition of foreign growers, they have been unwilling to impose such a tax, by the authority of Parliament, upon a raw article which might be required for home consumption in Canada, and, in the absence of such a tax, have felt it impossible to propose to Parliament a further reduction than that which they have submitted in favour of wheat and wheat flour shipped from the ports of Canada.

I have to request that you will take an early opportunity, after the assembling of the Provincial Parliament, of laying before them so much of this despatch as may put them fully in possession of the principles on which Her Majesty's Government have proceeded in reference to wheat and flour imported from Canada, in the general consideration which it has been their duty to give, in the most impartial spirit, and with an earnest desire to consult and conciliate all conflicting interests, to the amendment of the laws regulating the importation of corn into the British Islands.

I have, &c.

(signed) *Stanley.*

— No. 2.—

(No. 80.)

COPY of a DESPATCH from the Right Honourable Sir *Charles Bagot*, G.C.B., to Lord *Stanley*.

No. 2.

Despatch from the Right Hon. Sir *Charles Bagot* to Lord *Stanley*, 14 April 1842.

My Lord,

Government House, Kingston, 14 April 1842.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 2d ultimo (No. 83), explaining the course which Her Majesty's Government have felt it their duty to adopt with reference to Canadian produce, in the measures which they have submitted to the Imperial Legislature for an alteration of the laws affecting the importation of corn into the United Kingdom. In obedience to your Lordship's commands, I shall communicate the substance of this despatch to the Legislature at their next meeting.

I have, &c.

(signed) *Charles Bagot.*

— No. 3.—

(No. 234.)

EXTRACT of a DESPATCH from the Right Honourable Sir *Charles Bagot*, G.C.B., to Lord *Stanley*, dated Government House, Kingston, 11 November 1842.

No. 3.

Despatch from the Right Hon. Sir *Charles Bagot* to Lord *Stanley*, 11 November 1842.

THE Wheat Duty Bill I have reserved for the signification of Her Majesty, because its provisions are mainly based, as its preamble declares, upon an anticipation that the Imperial Parliament may be induced to alter the law with regard to the duty on Canadian wheat and wheat flour imported into the United Kingdom. I shall have occasion shortly to address your Lordship further upon this important subject, and to transmit to you such information as may assist Her Majesty's Government in forming an opinion upon it.

Enclosure

## DUTIES ON WHEAT (CANADA).

5

## Enclosure in No. 3.

(No. 134.)

AN ACT to impose a Duty upon FOREIGN WHEAT imported into this Province.

WHEREAS the free introduction of wheat and wheat-flour into the United Kingdom of Great Britain and Ireland from this Province would, by affording a market for these articles at all times certain and available, promote essentially the agricultural and commercial interests of Canada: And whereas foreign wheat is at present admitted free of duty into Canada: And whereas the intention of the laws of the United Kingdom aforesaid is to preserve the home market for Her Majesty's subjects by certain restrictions, and by the imposition of duties: And whereas the introduction of foreign wheat into the United Kingdom free of duty, after the introduction of the same into Canada free of duty, would be in manifest violation of the said intention of the laws of the said United Kingdom: And whereas the chief objection to the free admission of wheat and wheat-flour into the said United Kingdom from Canada arises from the free admission of foreign wheat into Canada: And whereas a certain despatch, addressed to the Governor of this Province by Her Majesty's Secretary of State for the Colonies, dated the Second day of March last, a copy whereof has been laid by his Excellency's command before the Legislature of this Province, affords the strongest ground for the confident belief and expectation that, upon the imposition of a duty upon foreign wheat imported into this Province, Her Majesty will be graciously pleased to recommend to Parliament the removal or reduction of the duties on wheat and flour imported into the said United Kingdom from Canada: Be it therefore enacted, by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, That from and after the Fifth day of July next, there shall be raised, levied, collected and paid to Her Majesty, to and for the public uses of this Province, upon all wheat imported into this Province, except from the said United Kingdom, or any of Her Majesty's Possessions, and being the growth and produce thereof, a duty of Three shillings sterling money of Great Britain, for each imperial quarter of such wheat, and so in proportion for any greater or less quantity thereof.

Encl. in No. 3.

And be it enacted, That foreign wheat imported by sea into this Province, for the use of the fisheries, shall be free of duty, and subject to the regulations expressed and enacted in regard to certain articles specified in the Eighth section of the Act of Parliament of the said United Kingdom, passed in the last Session of the said Parliament, and intituled, "An Act to amend the Laws for the Regulation of the Trade of the British Possessions Abroad."

And be it enacted, That the duties imposed by this Act shall be levied, recovered and received, under the same regulations, and in the same coins, to be received at the same rates, and according to the same weights and measures, and under the same penalties, to be enforced and applied in the same manner, and with the same restrictions and regulations for ensuring the payment or punishing the evasion thereof, as the duties imposed in and by the said Act, intituled, "An Act to amend the Laws for the Regulation of the British Possessions Abroad."

And be it enacted, That all sums which shall arise from the duty hereby imposed shall be paid over, by the officers receiving the same, to Her Majesty's Receiver-General for this Province and shall form part of the Consolidated Revenue Fund thereof, and shall, as shall also all fines, penalties and confiscations incurred under this Act, be accounted for to Her Majesty, Her heirs and successors, through the Lords Commissioners of Her Majesty's Treasury for the time being, in such manner and form as Her Majesty, Her heirs and successors, shall direct.

I do hereby certify the above to be a true copy of a Bill passed by the Legislative Council and Legislative Assembly of the Province of Canada, in the second Session of the first Provincial Parliament, and reserved for the signification of Her Majesty's pleasure, by his Excellency the Governor-General, on Wednesday, the Twelfth day of October, One thousand eight hundred and Forty-two.

(signed) *James Fitz-Gibbon,*  
Clerk Legislative Council.

## —No. 4.—

(No. 320.)

COPY of a DESPATCH from Lord Stanley to the Right Honourable  
Sir Charles Bagot, G. C. B.

Sir,

. Downing-street, 1 February 1843.

YOUR despatch of the 11th November last (No. 234), enclosing authenticated copies of the Acts passed by the Legislature of Canada during its last Session, and assented to by you in Her Majesty's name; together with copies of two Bills reserved for the signification of Her Majesty's pleasure, intimated your intention of transmitting by the next mail an explanation of the grounds of those measures. Especially with regard to the Wheat Duty Bill, you expressed your intention

18.

No. 4.

Despatch from  
Lord Stanley to  
the Right Hon.  
Sir Charles Bagot,  
1 February 1843.



intention of transmitting to me such information as might assist Her Majesty's Government in forming an opinion upon it.

I am well aware that, since the date of that despatch, the state of your health has furnished but too conclusive an impediment to your execution of the purpose which you thus announced to me; but as the time within which Her Majesty's decision on these laws ought to be pronounced is rapidly passing away; and as it is scarcely possible for me to proceed to that decision, unaided by the information which you have led me to expect; I would suggest to you that, if the state of your health should still prevent, as I fear it will prevent, the fulfilment of your intention, you should request the Executive Council of Canada to enter upon the consideration of the subject, and to furnish me with such information as to these enactments as may assist Her Majesty's Government in forming their decision. I would particularly direct your attention, in reference to the Wheat Duty Bill, to the exemption contained in the second clause, and request that you will consider how far that exemption might facilitate the commission of frauds upon the revenue; and especially report what security may be taken that, under it, foreign wheat may not be landed, converted into flour, and fraudulently re-shipped for importation, free of duty, into the United Kingdom.

I have, &c.  
(signed) *Stanley.*

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—No. 5.—

(No. 39.)

COPY of a DESPATCH from the Right Honourable Sir *Charles Bagot*, G.C.B.,  
to Lord *Stanley*.

No. 5.  
Despatch from the  
Right Hon. Sir  
Charles Bagot to  
Lord Stanley,  
21 February 1842.

My Lord, Government House, Kingston, 21 February 1842.

I HAVE the honour to transmit to your Lordship herewith Petitions from the Board of Trade of Montreal to the Throne, and to the two Houses of the Imperial Parliament, praying the repeal of the duties now levied on the importation into the United Kingdom of certain articles of provision, the produce of Canada. I also enclose, for your Lordship's information, a copy of the Memorial to myself, which accompanied these Petitions, and of the Answer which I returned to it.

I have to request that your Lordship would lay at the foot of the Throne the Address to Her Majesty, and would intrust to Members of the Houses of Lords and Commons the Petitions addressed to those Houses respectively.

I have, &c.  
(signed) *Charles Bagot.*

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Enclosure 1, in No. 5.

To The QUEEN's most Excellent Majesty in Council.

The PETITION of the undersigned Merchants of Montreal, in Canada.

Encl. 1, in No. 5.

Humbly sheweth,

THAT the rapid increase of the trade and agriculture of Canada is in great danger of receiving a check from the want of a market for the produce of her soil.

That it is of the highest importance that the agricultural interests of Canada be fostered with the greatest care, as giving a means of subsistence to a numerous and rapidly-growing population, as well as of affording the best encouragement to the emigrant from the British Isles.

That the duties hitherto imposed on wheat and flour, although apparently moderate, act injuriously, inasmuch as, from the great distance from which those articles are transported, the remuneration afforded the Canadian farmer is not sufficient to allow even of the smallest impost: the duties on the coarser grains are almost prohibitory; while on beef, pork, butter, lard and cheese, they are completely so.

That the expense of inland transport, and freight across the Atlantic, is greater, in proportion to the produce of the soil in Canada, than are the rent and taxes paid by the farmer in Great Britain to the produce of the soil there; wherefore your Petitioners submit he is already sufficiently protected.

That the inhabitants of Canada, a British province, produce in abundance those articles which the mother country particularly requires, and take in return almost exclusively articles of British manufacture; therefore their produce ought to be regarded with especial favour.

Your

## DUTIES ON WHEAT (CANADA).

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Your Petitioners would also respectfully suggest, that as the trade of Canada is carried on exclusively in British ships, the prosperity of that province is intimately connected with the maritime interests of the empire.

Wherefore your Petitioners most humbly pray, that your most Gracious Majesty will be pleased to recommend to Parliament the repeal of all duties now levied in the United Kingdom upon beef, pork, cheese, butter and lard, as well as upon wheat, rye, Indian corn, barley, oats, buck-wheat, beans, peas, and other grain, and the flour or meal made therefrom, such being imported from Canada.

And as in duty bound your Petitioners will ever pray.

Montreal, 1 February 1842.

(Here follow the signatures of 159 persons.)

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Enclosure 2, in No. 5.

To his Excellency the Right honourable Sir *Charles Bagot*, G. C. B., Governor-General,  
&c. &c. &c.

The MEMORIAL of the Board of Trade of the City of Montreal,

Respectfully sheweth,

THAT your Memorialists, considering it would be highly advantageous to the prosperity of Canada if the produce of its soil were allowed to be imported into the United Kingdom free from duty, have joined their fellow-citizens in a Petition to Her most Gracious Majesty and both Houses of Parliament, to grant the privilege prayed for. Encl. 2, in No. 5.

That your Excellency's expression of your desire to have the prayer of their Petition granted would, no doubt, have great weight with the Legislature of the empire.

Wherefore your Memorialists respectfully pray your Excellency to forward the same, accompanied by such remarks as to your Excellency may seem fit.

And as in duty bound your Memorialists will ever pray.

Montreal, February 1842.

(signed) *J. T. Brondgeest*, Chairman,  
and others.

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Enclosure 3, in No. 5.

A N S W E R.

Gentlemen,

I SHALL lose no time in transmitting to the Secretary of State the Petitions which you have addressed to Her Majesty and the two Houses of Parliament, praying the repeal of the duties on certain provisions, the produce of Canada, on importation into the United Kingdom. I feel quite confident that this Petition, affecting as it does to so great an extent the interests of this Province, will receive an attentive and respectful consideration from Her Majesty's Government. Encl. 3, in No. 5.

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— No. 6. —

(No. 115.)

COPY of a DESPATCH from Lord *Stanley* to the Right Honourable  
Sir *Charles Bagot*, G. C. B.

Sir,

Downing-street, 3 April 1842.

I HAVE received your despatch (No. 39) of the 21st February, enclosing Petitions to the Queen and to the two Houses of Parliament from the Board of Trade of Montreal, praying the repeal of the duties now levied on the importation into the United Kingdom of certain articles of Canadian produce. No. 6.

I have to instruct you to inform the Petitioners, that I have had the honour to lay their Petition to the Queen before Her Majesty, and that Her Majesty was pleased to receive it very graciously, and to direct it to be referred for the consideration of the Lords of the Committee of Her Privy Council for Trade.

The Petition to the House of Lords will be intrusted to the Earl of Ripon for presentation; that to the House of Commons will be presented by myself.

I have, &c.

(signed) *Stanley*.

Despatch from  
Lord Stanley to  
the Right Hon. Sir  
Charles Bagot,  
3 April 1842.



— No. 7. —

(No. 93.)

COPY of a DESPATCH from the Right Honourable Sir *Charles Bagot*, G.C.B.  
to Lord *Stanley*.

No. 7.  
Despatch from the  
Right Hon. Sir  
*Charles Bagot* to  
Lord *Stanley*,  
28 April 1842.

My Lord, Government House, Kingston, 28 April 1842.  
I HAVE the honour to transmit to your Lordship herewith, in order that it may be laid at the foot of the Throne, a Petition from the merchants, millers, agriculturists, and others of the Home District of the late Province of Upper Canada, praying for the admission into the United Kingdom, duty free, of Canadian corn, and the imposition of the foreign duty upon American corn upon its importation into Canada.

This Petition is very numerously signed, and was presented to me on my late visit to Toronto. Although I fear that it will arrive too late to receive the consideration of Her Majesty's Government before the measures now before the Imperial Parliament for the alteration of the Corn Laws shall have become law, I have not felt myself at liberty to refuse the request of the Petitioners, that it might be transmitted to your Lordship.

I have, &c.  
(signed) *Charles Bagot*.

Enclosure in No. 7.

To Her most Gracious Majesty VICTORIA, Queen of Great Britain and Ireland.

The PETITION of sundry Merchants, Millers, Agriculturists and others.

May it please your Majesty,

Encl. in No. 7.

WE, your Majesty's most dutiful and loyal subjects, merchants, millers, and other inhabitants of the Home District, in the Province of Canada, humbly beg to represent to your Majesty, that the agricultural interests of this province are frequently subjected to great depression, from the impossibility of procuring for the surplus grain, and other articles of provision which form the staples of our trade, such prices as will repay the labour and expense necessary for their production.

If these recurrences, so severely felt by your Majesty's Canadian subjects, were solely attributable to the peace and abundance which for many past years have prevailed throughout the greater part of the civilized world, we should be compelled to make up our minds to yield to the pressure of circumstances, and to take our chance of those changes which must at intervals be produced by the fluctuation of seasons, and by the operation of other causes equally uncertain; but we persuade ourselves that the evils which we feel admit of a remedy, through your Majesty's gracious interposition, and without injury to any of those great interests which it is the anxious care of your Majesty to protect.

The cultivation of wheat is undoubtedly the object to which, more than any other, your Majesty's subjects inhabiting this fertile region are destined to devote their exertions. The climate and the soil are alike favourable to its growth; the labour which it requires furnished ready employment, of the most desirable kind, to the multitudes which emigrate annually from the British islands; and while in each year it converts thousands of acres of barren wilderness into fertile fields, it supplies to a numerous, intelligent and loyal people that occupation which is of all others the most favourable to virtue and happiness, and to that manly independence of character which is necessary to the preservation of rational freedom.

Whenever a period occurs in which the farmer can obtain a fair price for this commodity, prosperity is every where visible; he is encouraged to extend the sphere of his industry by reclaiming larger tracts from the wilderness; the lands of the province immediately rise in value; our fellow-subjects from Europe are led to employ their capital in a pursuit which yields them an adequate profit; an increased consumption of British goods produces a revival of trade beneficial alike to the parent state and to the colony; an augmented revenue affords us the means of prosecuting those improvements in our roads and inland navigation to which the inhabitants of Upper Canada are as much tempted, by the natural advantages held up by a kind Providence to their view, as any people that can be named.

We should be ungrateful, indeed, if we doubted for a moment that it is the anxious wish of your Majesty, and of those who, under your Majesty, are intrusted with the powers of Government, to give to this province, of which the value is now well known, the earliest and most ample enjoyment of such advantages as our position in the empire can be made to confer. Your Majesty's royal predecessors have constantly given proofs that the welfare of Canada was an object earnestly desired by them; and at the very commencement of a reign, which we fervently pray may be long and glorious, it has been our happiness to recognize, in the powerful exertion promptly made for our protection in the liberal arrangement

## DUTIES ON WHEAT (CANADA).

9

ment of the Government, which has given to the British American Colonies the advantage of a direct intercourse with England with the aid of steam, and in the reduction of the rate of postage (an amount little more than nominal), the most convincing assurance that we shall experience under your Majesty's rule no diminution of that fostering care under which we have hitherto flourished.

We have observed the discussions which have taken place in Great Britain of late years upon the important and interesting question of the Corn Laws; and, however difficult it may be to reconcile the opinions which are entertained respecting them, it is yet evident that no class of persons endeavours to vindicate restriction upon the trade in grain on any other footing than that of absolute necessity.

But we can scarcely believe it possible that the most zealous defender of the Corn Laws, if he will apply his mind fairly to the subject, can imagine that the regulation, to which we now earnestly entreat your Majesty's attention, can be maintained in its application to this province by any such argument.

As the law now stands, the average price of grain in England is such as generally subjects the wheat of this country to a duty of Five shillings per quarter upon importation. It can hardly be supposed that such a duty can form a real and substantial protection to the English farmer; and yet it is sufficient to make the article of wheat in general a precarious and hazardous remittance from this country; and it disables the merchant from giving the price for it which is necessary for repaying to the farmer the cost of its production.

If it be apprehended that, under such encouragement, the surplus quantity of grain raised in the Canadas and exported to England, would interfere inconveniently with the English agriculturist, we are convinced that a slight examination of the subject will show the apprehension to be unfounded. The quantity of bread required for consumption in England is so immense, that the proportion which this province could furnish for many years to come would be too small to be felt as an injury to any interest; and yet the privilege of a free market for wheat, which would, in fact, supply but a very few days' consumption, would speedily elevate this province to a condition she must otherwise be very long in attaining.

If the ground of alarm should be, that a large quantity of the wheat grown in the United States would find its way through Canada into the British market, and be received free of duty to the prejudice of the home-grower, the answer is, that such an inconvenience may be obviated by collecting in Canada, upon all grain of foreign growth, when it is introduced into that province, the same imperial duty to which such grain floured in Canada is now subjected when imported into Great Britain, or by making the trade subject to such other regulations in that respect as Parliament may deem expedient; and your Majesty may be assured that it would be the disposition of the people of this province to assist, for their own sakes, in carrying into execution strictly, and in good faith, whatever regulations might be prescribed for securing to their own productions a discriminating advantage in the market of the mother country.

We do most earnestly entreat your Majesty, that the experiment may be made of a policy, which is certain to be attended by the following benefits to this rising colony:—It would bring rapidly into cultivation large tracts of wilderness, which will otherwise lie for a much longer period unproductive to the empire. It would enrich the province by a great annual accession of wealth won by patient labour from the soil. It would spread content and habits of industry throughout the land, by holding out a certain and adequate reward for exertion. It would strengthen the ties between the parent state and her colony, by augmenting largely the demand in this country for British goods; and by encouragement which it would hold out to emigration, it would relieve the English landholder, by diminishing the direct burthen of the poor's rates, and the many indirect taxes upon industry which are necessarily occasioned by a multitude of unemployed poor.

When we enumerate among the advantages of a free trade in grain the increased demand for British manufactures, which it would assuredly create, we speak of no doubtful or unimportant benefit; for the official information in possession of your Majesty's Government will show, that even at this early period, and under present circumstances, the provinces of Canada alone purchase a larger amount of British manufactures, and furnish employment to a much greater number of British ships, than several of the most populous kingdoms in Europe combined.

We shall anxiously hope to find that no class of your Majesty's subjects will be opposed to a relaxation which we sincerely believe would bring advantage to many, and injury to none; and, assuring ourselves of your Majesty's earnest desire to advance the welfare of the Canadas, and to accede to the reasonable wishes of Her people, we shall confidently look for a favourable answer to our prayer through your Majesty's most gracious interposition.

We beg to renew on this occasion our assurances of entire devotion to your Majesty's Person and Government.

(2,336 Signatures.)



— No. 8.—

(No. 153.)  
COPY of a DESPATCH from Lord *Stanley* to the Right Honourable  
*Sir Charles Bagot*, G. C. B.

No. 8.  
Despatch from  
Lord Stanley to  
the Right Hon. Sir  
Charles Bagot,  
29 May 1842.

Sir,  
Downing-street, 29 May 1842.  
I HAVE received your despatch (No. 93) of the 28th April, enclosing a Petition to the Queen from the merchants, millers, agriculturists and other inhabitants of the Home District of Western Canada, praying for the admission into the United Kingdom, duty free, of Canadian corn, and the imposition of the foreign duty upon American corn on its importation into Canada.

I have to instruct you to acquaint the Petitioners, that I have had the honour to lay their Petition before the Queen, and that Her Majesty was pleased to receive it very graciously.

Previously, however, to the arrival of this Petition, the Bill for amending the Acts regulating the corn trade had passed into a law.

I have, &c.  
(signed) *Stanley*.

WHEAT (CANADA).

COPIES or EXTRACTS of CORRESPONDENCE  
relating to the DUTIES on WHEAT imported  
from the United States into *Canada*, or from  
*Canada* into the United Kingdom, since the  
1st January 1842.

(*Mr. Charles Wood*.)

*Ordered, by The House of Commons, to be Printed,*  
*13 February 1843.*

18.

*Under 2 oz.*

# WHEAT (CANADA).

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FURTHER RETURN to an Address of the Honourable The House of Commons,  
dated 9 February 1843;—*for*,

COPIES or EXTRACTS of any COMMUNICATIONS which have taken place between Her Majesty's Government and the Authorities of *Canada*, respecting the DUTIES levied on WHEAT imported from the United States into *Canada*, or from *Canada* into the United Kingdom, since the 1st day of January 1842; —(In continuation of the Papers ordered by The House of Commons to be printed, 13 February 1843, No. 18.)

Colonial Office, Downing-street, }  
26 April 1843.

G. W. HOPE.

(*Mr. Charles Wood.*)

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*Ordered, by The House of Commons, to be Printed,*  
28 April 1843.

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# SCHEDULE.

No.	DATE.	SUBJECT.	PAGE
1. Sir Charles Bagot to Lord Stanley.	27 Jan. 1843	Respecting the Bill for imposing a Duty on Foreign Wheat.	3
2. Sir Charles Bagot to Lord Stanley.	27 Jan. 1843	Transmitting Petition addressed to Her Majesty by the Board of Trade at Quebec, respecting the Wheat Duty Bill; also, Report of a Special Committee of the House of Assembly, on the subject of a Free Trade with Great Britain in Agricultural Products.	3
3. Lord Stanley to Sir Charles Bagot.	2 Mar. 1843	In reply to the preceding Despatch	4 -
4. Sir Charles Bagot to Lord Stanley.	24 Feb. 1843	Acknowledging Despatch of 1st inst., desiring to be furnished with a Report in explanation of the ground upon which the Wheat Duty Bill was passed by the Canadian House of Assembly, and transmitting Minute of a Committee of the Executive Council on the subject.	6
5. Sir Charles Bagot to Lord Stanley.	20 Mar. 1843	Referring to Despatch of 2d inst., and transmitting copy of a Communication from the Board of Trade at Quebec, pointing out the importance of an early decision on the subject of the Wheat Duty Bill.	17

## WHEAT (CANADA).

## — No. 1. —

EXTRACT of a DESPATCH from the Right honourable Sir *Charles Bagot*, G.C.B., to Lord *Stanley*, dated Government House, Kingston, 27th January 1843, No. 20.

THE BILL for imposing a duty on Foreign Wheat will form the subject of a separate Despatch.

No. 1.  
Extract of a  
Despatch from the  
Right hon. Sir  
Charles Bagot to  
Lord Stanley,  
27 January 1843.

## — No. 2. —

EXTRACTS of a DESPATCH from the Right honourable Sir *Charles Bagot*, G.C.B., to Lord *Stanley*, dated Government House, Kingston, 27 January 1843.

I HAVE the honour herewith to transmit a Petition addressed to Her Majesty by the Board of Trade at Quebec, praying that the Royal Assent may be withheld from the Bill passed in the last session of the Canadian Legislature, by which a duty was imposed on the importation of foreign wheat into Canada, until the Imperial Parliament shall have passed a law authorizing the free admission into the United Kingdom of all grain and flour exported from this province.

As the preamble of this Bill asserts, and the proceedings in both Houses attest, this measure was passed under the expectation, that if the Canadian Legislature consented to lay a tax upon American produce, the British Government would be willing to recommend to the Imperial Legislature to remove all duty upon grain and flour received from Canadian ports.

To this anticipation they were led by the statements made by Ministers in the House of Commons during the discussions upon the Corn Laws and the Colonial Customs Duties Bill, and by your Lordship's despatches upon this subject, particularly that of the 2d March 1842, No. 83.

It is a boon for which the producers and merchants of this province have long sought, and they hoped that when a change was made in the duty in England on foreign produce, they might, as far as Canadian produce was concerned, look to such an amount of favour as would keep undisturbed their relation to the foreign producer.

When they found that the chief obstacle to such an arrangement was the free admission of American produce into the province, they did not delay passing the measure which had been suggested and was deemed necessary to obtain it.

\* \* \* \* \*

The attention which your Lordship and Her Majesty's Government have so lately given to this subject, renders it almost unnecessary for me to offer any observations or arguments upon it; I will, therefore, rather endeavour to supply such information with regard to prices and cost of transport as will enable you to judge whether any injury can arise to British interests from the desired concession.

Herewith I transmit a copy of a Report of a Special Committee of the House of Assembly of last session, upon a free trade with Great Britain in agricultural products. \* \* \* \* \*

The rate of duty which the Canadian Legislature has fixed upon American wheat is that which was originally proposed by the Vice-President of the Board of Trade on the introduction of the Colonial Customs Bill. It is not excessive, nor likely to be burthensome on the Canadian consumer, while it exceeds the average of the duty now payable by Canadian wheat in England.

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No. 2.  
Extracts of a  
Despatch from the  
Right hon. Sir  
Charles Bagot to  
Lord Stanley,  
27 January 1843.

For Lord Stanley's  
Despatch, 2 March  
1842, No. 83, vide  
Papers ordered by  
the House of  
Commons to be  
printed, 13 Feb.  
1843, No. 18, p. 3.



## FURTHER CORRESPONDENCE RELATING TO

## Enclosure 1, in No. 2.

Encl. 1, in No. 2.

To The QUEEN'S most Excellent Majesty.

The PETITION of the PRESIDENT and COUNCIL of the QUEBEC BOARD of TRADE,  
incorporated by Act of the Legislature of Canada.

Humbly sheweth,

THAT during the last Session of the Imperial Parliament, a law was passed, imposing a duty of Two shillings per barrel on all foreign flour imported into any of the British possessions in North America, after the Fifth of July next; and that the Legislative Council and Legislative Assembly of this province have since passed an Act, to impose a duty of Three shillings per Imperial quarter on all wheat imported into Canada, after the same date, which Act was reserved for the signification of your Majesty's pleasure thereon.

That hitherto, foreign wheat and flour have been permitted to be imported into this colony free of duty, and that by far the greater part of the flour consumed therein, and exported therefrom, has been so imported, or manufactured from wheat the growth of those parts of the United States bordering on the Great Lakes and Rivers of Canada.

That the transport of such wheat and flour has afforded the chief means of employment to the vessels and craft belonging to your Majesty's subjects on the lakes, rivers and canals of this province, extending more than Three thousand miles above Quebec, as well as to the vessels engaged in the intercolonial trade, and that the whole of such vessels and craft are owned and manned by your Majesty's subjects.

That in the humble opinion of your Majesty's petitioners, the vast improvements made, and now in progress, in the internal communication of the province, would be rendered unproductive and nearly useless, were this trade destroyed or materially interrupted.

That the commercial interests of the province are now depressed and suffering to an unprecedented extent, chiefly in consequence of the measures lately adopted by the Imperial Parliament, withdrawing or greatly limiting that protection which its principal products formerly enjoyed in competing with foreigners in the markets of the mother country and your Majesty's other colonies.

That in consequence of these measures, your Majesty's subjects in this province, from their greater distance from these markets can only now successfully compete with foreigners therein under the most favourable and rare circumstances; and should your Majesty assent to the said Act of the Legislative Council and Assembly of Canada, without at the same time conferring on your Majesty's subjects in this province some countervailing privilege in their trade with other parts of the empire, your Majesty's petitioners firmly believe that the result will be the utter prostration of the trade of the country, and the ruin of those engaged in it.

That it appears from the preamble of the said Act, that it was enacted upon an express assurance by persons representing your Majesty's Government in the Legislature, that some such countervailing privilege would be granted, and that, without such an assurance, it would not have been passed.

Wherefore your Majesty's petitioners humbly pray, that your Majesty may be graciously pleased to withhold the Royal Assent to the said Act, until a law shall have been passed by the Imperial Parliament, authorizing the admission into the United Kingdom and the other colonies, free of duty, of all grain and flour exported from this province.

W<sup>m</sup> Walker, President.  
G. H. Parke.  
J. W. Leazcraft.  
Jas Gibb.  
Henry W. Welch.

William Price.  
James Dean.  
H<sup>y</sup> J. Goad.  
V. Langless.  
W. Stevenson.

## Enclosure 2, in No. 2.

Encl. 2, in No. 2.

REPORT of a SPECIAL COMMITTEE of the LEGISLATIVE ASSEMBLY of Canada, on the subject of a Free Trade with Great Britain in the Agricultural Productions of British North America, and of a Protection to those Productions from the Competition of Foreigners in the Colonial and Home Markets.—Ordered by the Legislative Assembly to be printed, 10th October 1842.

The Special Committee to which was referred the Petition of the Right honourable the Earl of Mount Cashell and others, Members of the North American Committee of the Colonial Society in London; the Petition of the Municipal Council of the District of Niagara; and the Return to the Address of the House of the 22d September last; with the several Despatches on the subject of the Importation of Wheat and Wheaten Flour, with power to report from time to time, have the honour to Report:—

THAT they have examined the several documents referred to, and feel gratified to witness the interest manifested by their fellow-subjects in Britain in the prosperity of Canada.  
(See Appendix, No. 1.)

Originating

## THE DUTIES ON WHEAT (CANADA).

5

Originating any measure relating to the alteration of duties, as recommended by the despatch of Lord Sydenham (*see* Appendix, No. 2) in the Provincial Assembly, by Bill, subject to the approval of the Imperial Parliament, as pointed out under the provisions of the forty-second clause of the Union Act, would remove the practical inconvenience and uncertainty which attend the practice heretofore adopted by Addresses.

The despatch from Lord Stanley, No. 83, dated 2d March 1842, has also engaged their attentive consideration.

From our peculiar geographical position; from the relative and nearly balanced advantages possessed by the two rival communications with the Atlantic—the St. Lawrence and the Hudson Rivers; from the magnitude of the object and the various interests involved, your Committee have availed themselves of such statistical information as would enable them to comprehend the practical operation of the proposed duty.

First, with regard to the protection of the English grower :—

From the Statement in Appendix, No. 4, it appears that the cost of conveying a barrel of flour from the Welland Canal to any port in the United Kingdom, by way of the St. Lawrence, is 14s. 6d. It also appears that wheat must command from 4s. to 5s. currency, or 4s. 6d. sterling, per bushel, to remunerate the Canadian grower. (*See* Appendix, No. 6.)

After the completion of our communications, a reduction will be made in the transit of 2s. 6d. per barrel. Flour must still command, in Britain, 33s. sterling, per barrel, to ensure our growers a remunerating price, which will afford ample protection to the English grower, and as it is entirely the result of natural causes, it can only be effected by Imperial legislation.

As it respects the admission into Canada of American products from the Western States, it appears that the freight of a barrel of flour from Cleveland, Ohio, to Lake Ontario, is 1s. 6d., which, added to the above, with the proposed duty, will sufficiently protect the home producer against all American competition from this quarter, through the channel of the St. Lawrence.

With regard to the carrying trade :—

All the grain grown in Canada will not supply the consumption of British North America, and, if it were all shipped to England, and the population of our commercial towns were supplied from the United States, the quantity of our own so exported would be very limited for many years to come.

By reference to Appendix, No. 5, it will be seen that the cost of transit on a barrel of flour to Liverpool, through the Erie Canal, is 3s. 1½d. less than by the way of the St. Lawrence; when this is added to the proposed duty, it will give 5s. 1½d. in favour of New York. By reference to the table of duties, it will be found that this difference only accrues when wheat averages between 61s. and 62s. per quarter. (*See* Appendix, No. 7.) And whenever prices in Britain exceed that average, the products of the Western States will be conveyed by the Erie Canal. After the enlargement of the Erie Canal shall have been completed, which is our most formidable rival, notwithstanding the reduction heretofore mentioned by the St. Lawrence, the cost of transportation through the two channels will be so nearly equal, that to the transit through the latter a decided encouragement should be given by the Home Government for at least a few years. If grain cannot be exported to England at a profit to our grower, unless flour reaches 33s. per barrel, and wheat from 60s. to 61s. per quarter, the transit of Western flour will be diverted through the Erie Canal, and it follows that unless prices in England steadily range from 55s. to 61s. per quarter, our growers cannot benefit by the home market, and our carrying trade will become so uncertain, that few, if any, will embark in it, and the vessels and craft now engaged must be continued at a hazard of employment.

By reference to the despatch, it will be seen that the loss of this trade has never been contemplated by the Home Government: its preservation and encouragement must, then, become a subject of both Imperial and Colonial legislation.

It is most desirable to place this branch of commerce on a certain and permanent footing, which, in the opinion of your Committee, can be effectually accomplished, as far as this Legislature is concerned, by allowing a drawback at Quebec or Montreal, whenever the price of flour exceeds 30s. sterling, per barrel, at the ports of Quebec and Montreal, which, by adding the price of transportation, will bring the average in Britain, at 77s. 11d. per quarter.\* By this arrangement both the English and Canadian grower will be effectually protected, without hazard, loss or injury to any other interest.

With regard to the agricultural interest of Canada :—

One of the most striking advantages which this measure confers upon the Canadian grower is, that although he cannot, for reasons already assigned, successfully compete with the grower in England, still he will realize the full benefit of the home market, as well as that of British

For Lord Stanley's  
Despatch, 2 March  
1842, No 83, vide  
Papers ordered by  
the House of  
Commons to be  
printed, 13 Feb.  
1843, No. 18, p. 3.

\* *Note.*—The Imperial quarter is equal to 9 bushels and 20 lbs. wheat, at 60 lbs. to the bushel.

	£.	s.	d.
The barrel of flour of 5 bushels in Montreal or Quebec	-	-	1 10 -
Freight thence to England	-	-	- 7 11
Would bring the barrel to	-	-	-
or 3½ 10s. 9d. sterling per quarter of wheat.	£. 1	17	11



British North America, from which he has hitherto, under the existing system, been too successfully excluded by his more fortunate rival—the American grower.

It appears from the Minutes of Evidence, as well as from the numerous Addresses of the Legislature to the Home Government, that the agricultural interest, as well as the trade of the country, is in a very depressed state.

The protection which will be afforded by the proposed duty will ensure to the Canadian grower a higher price for his products, and induce the investment of capital for agricultural purposes in this province in preference to the United States. It will transfer the duties on the articles when imported from the mother country to articles which compete with what he produces. It will also preserve our carrying trade, by securing the transportation through Canada when prices are high in England, when otherwise it would be directed through the Erie Canal. It will have a direct tendency to create an extensive home market, by the increasing employment in navigating our waters; and it will materially lessen the price of transportation, by diminishing the price of tolls and conveyance through our canals by the increased trade thus created.

The value and importance of the trade with the Western States:—

From the despatch alluded to, it is evident that the value of this trade, together with the advantages to Canada of every manufacturing process which it might undergo in the transit, has been under consideration.

The proposed duty of 3*s.* sterling, per Imperial quarter, on wheat, is equal to 4 $\frac{4}{5}$ *d.* per bushel of 60 lbs. The duty of 2*s.* per barrel on flour imposed by the British Possessions Act, is equal to 5 $\frac{1}{4}$ *d.* per bushel; this difference is insufficient to secure this advantage we now possess, but may be provided for in the scale of duties hereafter to be proposed. If the raw material, say wheat, shipped in Cleveland, is worth 3*s.* 9*d.* per bushel, or 18*s.* 9*d.* per barrel of flour, the remainder of the cost to the consumer in Britain is secured by this trade to British subjects, in the shape of duties, labour, milling, transit, shipping and profit.

If the colonies of the British Empire are maintained at a great expense for the sake of their trade, the securing and controlling that of the Western States, and making them in effect colonies for the like purposes, is an object of no ordinary moment, particularly when it can be obtained without expense or even negotiation. The removal of all existing duties between the ports of the mother country and Canada, so soon as sufficient revenue can be raised from duties on foreign articles, tolls on our canals, and other sources, will not only secure this trade, but supply the Great Western States with the manufactures of Great Britain, and by reducing the price of outward freight, it would enable us successfully to compete with any other channel of trade to Great Britain from the Continent of America.

To accomplish this great object, and to secure Her Majesty's subjects in Canada the full benefit of the declaration of the enlightened statesman who presides over the Councils of the United Kingdom, your Committee recommend the following Resolutions for the consideration of your Honourable House, with a view, if approved, to form an Address to Her Majesty thereon:

*Resolved*,—That this House feels every confidence that the public declaration made by the enlightened Statesman who presides over the Councils of the mother country will be carried into effect, and that Canada will hereafter be treated as though she were an integral part of the empire.

*Resolved*,—That this desirable object can only be attained by removing all duties on the products of Canada, particularly all descriptions of grain and meal, when admitted into the ports of the mother country; and in strict conformity to that principle, the Legislative Assembly will take the earliest opportunity, so soon as the finances of the province for the support of the Government and its engagements for the security of the public debt will admit, to recommend the removal of all duties on the manufactures of the mother country when admitted into the ports of Canada from sea.

*Resolved*,—That they have every confidence that the revenue arising from foreign commerce and the tolls on our canals will enable the Provincial Government to make this reduction in a few years after our great leading communications to the ocean are opened.

*Resolved*,—That with a view of securing the transit of the Western States of America through those waters, it is indispensable to allow a drawback on all grain and flour shipped to Britain from the ports on the St. Lawrence whenever the price of flour exceeds 30*s.* sterling per barrel at the ports of Montreal and Quebec.

*Resolved*,—That an humble Address to Her Majesty be founded on the above Resolutions.

All which is respectfully submitted.

8th October 1842.

Wm. Hamilton Merritt, Chairman.

THE DUTIES ON WHEAT (CANADA).

7

MINUTES OF EVIDENCE.

WILLIAM HAMILTON MERRITT, Esquire, in the chair.

Friday, 30 September 1842.

The following QUESTIONS were submitted to several gentlemen engaged in the forwarding Trade, and their joint replies thereto are annexed :—

1. What is the present price of wheat on the shores of Lake Ontario and Lake Erie?
2. What is the expense of transportation of a bushel of wheat to Montreal?
3. What are the charges from thence to Britain including all charges?
4. Notwithstanding American grain has been admitted free from duty and exported as colonial, has the capital invested in milling and purchase of grain yielded a profit?
5. What should be the price of wheat on Lake Erie to remunerate the grower?
6. Do you think the statement of cost of transportation on a barrel of flour (Appendix Nos. 4 & 5) correct?
7. After the completion of the St. Lawrence Canal, what reduction will take place in freight?
8. At the present rate of duties on flour in Britain, what must be the average price of wheat to ensure the transit from the Western States through the St. Lawrence?
9. What is the price of a bushel of wheat from Cleveland to Liverpool, *via* New York?
10. Is there a sufficient quantity of bread stuffs grown in Canada to supply the consumption of British North America?

ANSWERS to the preceding QUESTIONS.

1. The present price of wheat on the shores of Lake Erie, 2s. 9d.; Ontario, 3s. 1½d.; freight from Chicago, Michigan, to St. Catherine's, Welland Canal, 9d.; from Cleveland, Ohio, to St. Catherine's, Welland Canal, 6 cents, thence to Kingston, 2 cents.
2. Freight from Kingston to Montreal, 7½d. per bushel.
3. Freight from Montreal to England of a bushel of wheat, 2s. to cover all charges.
4. Milling and wheat speculations with very few exceptions within our knowledge, for the last 20 years, have been unprofitable.
5. The price of wheat on Lake Erie, to remunerate the grower, ought not to be less than 4s.
6. The statement of transport, as shown in Nos. 4 and 5, we consider correct.
7. The completion of the St. Lawrence Canal must reduce the rate of freight to Montreal 33½ per cent.
8. The averages in England must be 60s. per quarter, to ensure the trade by the St. Lawrence; when over that, the Americans can send their own wheat more advantageously to England, *via* New York.
9. The freight of a bushel of wheat from Cleveland to Liverpool, *via* New York, is 1s. 8d. per bushel.
10. No.

Macpherson & Crane.  
Hooker, Henderson & Co.  
Sanderson & Murray.  
McGibbon, Ferguson & Co.

H. C. S. Jones.

Mr. W. S. McDonald, of Gananoque, being interrogated, answered :—When the average of wheat in England is 57s. sterling per quarter, our duty advances to 2s. sterling per quarter.

	£.	s.	d.
At 57s. per quarter, 60lbs. of wheat is worth	-	-	6 1
Add exchange and difference of currency	-	-	1 2
Value in currency	-	-	7 3
One bushel wheat free on board in Montreal at	-	-	5 -
Freight and other charges to Britain	-	-	2 -
	-	-	7 0
Only a margin of	-	-	£. - 3

Now, at 5s. per bushel, free on board in Montreal, the farmer on the shores of Lakes Erie and Ontario cannot obtain more than 3s. to 3s. 6d. currency per bushel for his wheat; a price at which it cannot be grown and pay the producer.

The above statement is made to show that the present duty in Britain is not of serious consequence, as we cannot export wheat when the price in England is so low as to bring a duty on colonial.



8 FURTHER CORRESPONDENCE RELATING TO

STATEMENT showing the effect upon the Canadian Miller as compared with the American, when the Duties both on Flour and Wheat are levied.

AMERICAN.									
5 bushels wheat at Circleville, Ohio, at 50 cents	-	-	-	-	-	-	-	-	\$ 2 50
Freight of 1 barrel flour to Cleveland	-	-	-	-	-	-	-	62½ cents.	
Ditto - - ditto - - Kingston	-	-	-	-	-	-	-	37½ "	
Ditto - - ditto - - Montreal	-	-	-	-	-	-	-	40 "	
									1 40
Duty proposed	-	-	-	-	-	-	-	-	50
									\$4 40

Equal to 22s. per barrel, delivered in Montreal.

CANADIAN.									
5 bushels wheat at Circleville, at 50 cents	-	-	-	-	-	-	-	-	\$ 2 50
Freight of 1 bushel wheat to Cleveland at 20 cents	-	-	-	-	-	-	-	-	1 -
Ditto - - - ditto - - Kingston at 8 cents	-	-	-	-	-	-	-	-	40
Freight of 1 barrel flour to Montreal	-	-	-	-	-	-	-	-	40
Duty per bushel at 5d.	-	-	-	-	-	-	-	-	41
									\$4 71

Equal to 23s. 7d. per barrel, delivered in Montreal.

Difference in favour of the American miller, 1s. 7d. currency.

When the average in England of wheat is 66s. sterling per quarter, which is about the price at which the trade can be carried on profitably to all parties in Canada, the following shows the comparative cost of a barrel of flour taken at Cleveland, and sent to England, *via* New York, and of five bushels of wheat, taken at same place, sent to Gananoque, ground, and the flour shipped *via* Montreal.

AMERICAN ROUTE.									
1 barrel flour, freight to Oswego	-	-	-	-	-	-	-	37½ cents.	
Ditto to New York	-	-	-	-	-	-	-	50 "	
									87½ cents. £. - 4 4½
New York to England	-	-	-	-	-	-	-	1 1½	
Duty 3s. 7d. sterling	-	-	-	-	-	-	-	4 4	
									£. - 9 10

CANADIAN ROUTE.									
Freight 5 bushels wheat to Gananoque,	40	cents							
1 barrel flour to Montreal	-	-	-	-	-	-	-	40 "	
									80 cents. £. - 4 -
Montreal to Britain	-	-	-	-	-	-	-	4 6	
Duty 7d. sterling	-	-	-	-	-	-	-	- 9	
									£. - 9 3

Difference in favour of the Canadian route only 7d. per bushel ; this may be increased to 1s. 9d. to 2s. when our improvements are finished, but completely destroyed by the imposition of the proposed duty.

## THE DUTIES ON WHEAT (CANADA).

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## LIST OF APPENDIX.

- No. 1.—Petition of the Right honourable the Earl of Mount Cashell, and others.  
 No. 2.—Extract from a Return to an Address of the Legislative Assembly of the 22d September 1842.  
 No. 3.—Extract from the same, being copy of a despatch from Lord Stanley to Sir Charles Bagot, G. C. B., dated 2d March 1842.  
 No. 4.—Freight and charges on one barrel of flour from Cleveland to Liverpool, *via* Montreal.  
 No. 5.—Statement of charges on a barrel of flour from Cleveland to Liverpool.  
 No. 6.—Question submitted to the Members of the Legislative Assembly, as to the price wheat should command in their respective districts to yield an interest on the capital invested in land, or to remunerate the grower.  
 No. 7.—Extract of the scale of Duties under the late Corn Law passed in the last Session of the Imperial Parliament.

## Appendix, No. 1.

PETITION of the Right honourable the Earl of Mount Cashell, and others.

To the Honourable the Commons House of Assembly of Canada, in Provincial Parliament assembled.

WE, the undersigned Members of the North American Committee of the Colonial Society, having recently addressed a memorial, of which the annexed is a copy, to the Right honourable Lord Stanley, Her Majesty's Principal Secretary of State for the Colonies, setting forth the importance of a free trade with Great Britain in the agricultural productions of British North America, and of a protection to those productions from the competition of foreigners in the colonial and home markets, humbly entreat the consideration of your Honourable House to the importance of such protection, so that objections may no longer be urged to the admission of those productions free from any duty, in the home market, and that there may be but one imperial interest between the British American provinces and the mother country.

The memorial hereto annexed contains the opinions of the petitioners on this very important subject; and in submitting it to the consideration of your Honourable House, the object of the undersigned is to pray for the adoption of such legislative measures in the Provincial Parliament as may be deemed best adapted to promote the most intimate union of interests between Great Britain and British North America, which the undersigned consider particularly deserving of attention at this time, when a very extensive emigration is taking place to Canada. It appears to the undersigned that the only certain means of enabling this large population to establish themselves in Canada, with advantage to themselves and the province, and of insuring a full stream of emigration to the colony hereafter, is to give every possible encouragement to the cultivation of the soil, by the measures recommended in the annexed memorial.

Mount Cashell, Chairman.  
 Dunmore.  
 Macdonald.  
 Augustus D'Este.  
 Pringle Taylor, Lieut.-Colonel.  
 Charles Franks.  
 R. F. Maitland.  
 William Ifill.  
 C. Shirreff.

A. J. Robertson.  
 W. G. Ouseley.  
 Neill Malcolm.  
 David Urquhart.  
 D. McDougall.  
 Rt. Montgy. Martin.  
 Robt. Gillespie, jun.  
 D. M. Chisholm.  
 C. F. Head, Lieut.-Colonel.

COPY of the MEMORIAL referred to in the preceding Petition.

To the Right Honourable Lord Stanley, Principal Secretary of State for the Colonies.

My Lord,

THE North American Committee of the Colonial Society considering the extensive emigration now proceeding from this kingdom, which has existed for many years past, and which may be expected still to increase in consequence of the superabundant population beyond the means of employment, and considering the infinite importance to the empire that this surplus of its population should be so directed as to increase its general wealth and prosperity, have ascertained the amount of emigration in the last two years, and the different countries to which it has proceeded, by referring to the Parliamentary Returns for the years 1840 and 1841, from which it appears that a very large proportion, amounting to 156,116 out of 209,335 persons, who emigrated in 1840 and 1841, proceeded to North America, of which 85,659 went to the United States, and 70,457 to the British provinces. The fact of the great number going to North America, amounting altogether to three-fourths of all those who emigrated, and that without public assistance, serves to show that North America is considered to offer greater advantages to British emigrants than any other part of the world, which may be ascribed to its vicinity, the cheap and easy communication with this country, its soil and climate, so well adapted to the health and enjoyment of the inhabitants of this kingdom, and the identity of its language. It appears, also, that the proportion of persons who proceed to the United States is much larger than of those who establish themselves in the British American provinces; and as



this proportion consists in great degree of the class of persons having capital, the Committee have been anxious to ascertain the causes which lead to a result so injurious to the best interests of the empire. There appears to be no reason for supposing that the Government, laws or manners of the United States offer any temptation to Britons; or that the climate or soil have any advantage over those of the British Provinces. They have taken every pains to ascertain whether any real causes exist in Her Majesty's North American Colonies to prevent the introduction and settlement therein of emigrants, particularly those having capital.

In pursuing this inquiry they find that great dissatisfaction has long existed in Canada on a subject which appears not to be correctly understood by the British public. In the Address to Her Majesty from the Legislative Assembly of Upper Canada, dated 4th January 1840, reasons are assigned for the depression of agriculture, which, if well founded, as we believe they are, deserve the most serious attention. It appears that not only the principle of protection extended to the growers in Great Britain is withheld from the agriculturists in Canada, but that whilst the market in Canada is open to the whole world, including the neighbouring States of America, for the importation of agricultural productions, free from any duty, the productions of Canada are subject to a heavy duty on importation into the United States and into the mother country, being the only markets upon which they can depend, as they are deprived of the advantage of the intercolonial markets, particularly that of the West Indies, which was formerly of great importance to Canada, by the alteration of the colonial duties of late years. The natural advantages of situation possessed by the United States, for supplying the British West Indies, were always greatly in favour of the United States, which, added to the alteration of duties, will destroy the trade of British North America with those Colonies.

In 1833, the Commons House of Assembly of Canada addressed the Home Government, praying for relief; and among other reasons assigned for the free admission of their products in the markets of Britain, were the great distance of the wheat-growing districts in Canada from the sea, and the high price of transportation, always affording a natural and certain protection to the British grower, which is fully borne out by the annexed statement marked (A.), showing the expense to the Canadian grower of the transportation of wheat to this country, to be 26*s.* 2*d.* currency, or 23*s.* 7*d.* sterling, per quarter. A further expense attends the transmission of wheat from the Western parts of the United States, and this natural protection the inhabitants of Canada are desirous of increasing, by imposing a duty on American grain and other produce, on their frontier, so as to protect their own home growth in their own as well as the British market. Strong expressions of this opinion have been made recently in Canada, for which reference may be made to the petition from the merchants of Montreal, and to that from a very large body of agriculturists in Western Canada, recently forwarded through the Canada Company; the sentiments contained in which have been brought under your Lordship's notice very recently; and similar addresses and representations have been repeatedly sent home of late years, all tending to show the importance attached by the inhabitants of Canada to an open trade with Great Britain, and to protection in their own market from the competition of the rest of the world, and of the United States in particular, who themselves protect their home growth by duties.

The Committee believe that the great objection entertained in this country to the admission of the agricultural productions of Canada into the home market free of duty, is the fear that it would not be limited to the articles grown in the colonies, but that the grain and other productions of the United States would be introduced through the colony, as if they were Canadian. To obviate this, and to protect their own agriculture, the colonists are willing to impose a sufficient duty on their frontier forthwith; but doubts have been expressed whether this trade would not be conducted by smuggling across the frontier, notwithstanding any regulation in the Canadian ports. The Committee have made inquiry into this question, and they believe that no such smuggling would take place, for the following reasons:—

First. The inhabitants of Canada, whose prosperity depends entirely on agriculture, are very anxious for a protection which a duty levied on their frontier would afford them; and they would unanimously support the execution of a law for that purpose.

Secondly. The growth of wheat in the United States, the chief article respecting the introduction of which through Canada any anxiety exists, is confined to that part of the country bordering on Canada to the west, where the boundary line between the two countries is formed by the lakes; and the produce must necessarily therefore be shipped, and landed on the Canadian ports or shores; if in the former, which are few in number, the duty would always be levied; and if attempted on the latter, which would be difficult, the expense of transportation, the landing in boats, and taking up the country, would be attended with such expense, as to render it worth while to the parties to pay the duty at the ports in preference.

Canada has now become an exporting country, and will be capable gradually of supplying Great Britain with any quantity of corn that may be required, if the British market is open to her productions.

The Committee are desirous of drawing your Lordship's attention to the importance of encouraging the importation of corn from a country which will assuredly receive payment for it in British manufactures, and to the great advantage to this country of such an exchange; particularly considering that the cultivators in Canada are persons settled there, who were unable to maintain themselves at home, but have now become growers of food enough  
for

## THE DUTIES ON WHEAT (CANADA).

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for their own support, and a surplus to exchange for the labour of their fellow-countrymen at home; and every part of this trade, from the cultivation of the farm to the navigation of the Atlantic with the produce home, directly supports the British manufacturer and mariner.

The Committee would, therefore, strongly recommend, that the agricultural productions of the North American Colonies should be admitted to the home market free of duty; that the colonists should be encouraged to impose such duties on foreign productions as they think desirable for the protection of their own growth, and the British agriculturists; and that the intercolonial duties should be so regulated as to give an advantage to the colonists in the intercolonial trade over the inhabitants of the United States and other foreigners. Canada and the British North American Colonies would then really become an integral part of the British Empire, and rise rapidly in wealth and importance, and the most beneficial effects be produced; perfect confidence would be reposed in the future prosperity, peace and welfare of those valuable colonies, and every British subject seeking a new settlement in North America would at once decide upon establishing himself in the British territories.

The present system of duties never gave satisfaction to Her Majesty's subjects, either in the colony or the mother country; their continuance must inevitably direct the attention and energies of the colonists to encourage manufactures for the purpose of creating a home market for the produce of their soil: this can only be effected by imposing increased duties on our manufactures, and must lead to the establishment of the same adverse interest which exists in the Eastern States of America.

If taxes were imposed by the colonists on foreign productions imported, particularly wheat and flour from the United States, for the purpose of raising revenue to defray the expenses of the local government; the taxation on manufactured or other articles imported from home might be reduced in a proportionate degree, and the coasting trade of Britain might be more easily extended to the utmost limits of Canada, without other restrictions than those which exist between London and Dublin, or Edinburgh.

Not only would the colonists receive their supplies of manufactured goods from the mother country, but the inhabitants of the Great Western Country of the United States would find it for their interest to obtain their supplies of goods by the Canadian frontier; and for all purposes of commerce, this country would derive the same advantages as if that Great Western land continued to be a colony of the empire.

Instead of the continued doubt and uncertainty which prevails in British North America, every inhabitant would be made to see and feel, from the increased value of his products and the diminished cost of the articles he consumes, as well as from the rapid extension of their internal trade, the full value of his connexion with the mother country, and a far more certain and permanent reliance might be placed on the connexion of those valuable colonies by such measures than by the expenditure of millions in the erection of fortifications and the maintenance of troops, as every man's hand and heart would be engaged in supporting the interests of the empire, and the colonists would set at defiance all the efforts of foreign opposition or ambition.

Your Memorialists, considering the whole subject of the greatest possible importance to the welfare of the empire, and entertaining the most sanguine expectation that the measures they have recommended would promote the mutual interests of the mother country and the North American Colonies, have transmitted a similar representation to the Legislature of Canada, urging them to adopt the measures herein recommended; and your Memorialists humbly pray that your Lordship will be pleased to take their opinions into consideration, hoping that you will think it right to recommend their adoption to the Cabinet so soon as in your Lordship's opinion a favourable opportunity arises for the purpose.

Statement (A.) referred to in the preceding Memorial.

From the printed Returns laid before Parliament, we find the following charges for conveying one bushel of wheat from Hamilton, the upper part of Lake Ontario, to Montreal, the nearest seaport:—

	£.	s.	d.
Storage and shipping at Hamilton - -	-	-	2½
Burlington Bay Canal toll - - -	-	-	¼
Freight through Lake Ontario - - -	-	-	3
Freight from Kingston to Montreal, River			
St. Lawrence - - - -	-	-	7½
Insurance 1d., storage in Montreal 2d. -	-	-	3
Commission and guarantee - - -	-	-	3½
Making in all for one bushel of wheat -	-	1	7¾
Eight bushels of wheat to the quarter gives -	-	13	2
The charges from Montreal to London are estimated from 13s. to 16s. per quarter; by taking the least	-	13	-

It leaves a protection to the English grower of - 1 6 2  
without adding the additional price of labour on the original cost of the article.



## Appendix, No. 2.

EXTRACT from a Return to an Address of the Legislative Assembly of the  
22d September 1842.

EXTRACT from a DESPATCH from the Right Honourable *C. P. Thomson*, late Governor-General of Canada, to Lord John Russell, dated Government House, Montreal, 26th May 1840, in as far as the same relates to the transmission of an Address from the Legislature of the late Province of Upper Canada, praying for the introduction of Canadian Corn into Great Britain, free from duty, and to empower the Legislature of this Province to originate measures relating to the Colonial Trade generally.

"THE House of Assembly have transmitted another address, praying for the introduction of Canada corn into Great Britain, free of duty, and they further pray that the Local Legislature may be empowered hereafter to alter the trade regulations of the colony, in those cases in which they may be affected by the Imperial laws relating to colonial trade generally, subject however to the restriction that such laws shall not receive the assent of the Crown until they have been laid before both Houses of Parliament, and shall have been suffered to pass without address from either.

"Upon the first of these objects, it is needless for me to offer any remark. The question can only properly be considered with reference to the whole subject of the Corn Laws, and I certainly do not think that, looking to the average price of corn in ordinary years in Great Britain, the colonies have any right to complain of the footing on which they now stand.

"The second point is an extremely important one. I am undoubtedly of opinion that the regulation of the principles on which colonial trade is to be conducted ought to be reserved entirely to the Imperial Parliament. The power of regulating it is one of the principal advantages resulting from colonial possessions, and, if justly exercised, affords one of the main compensations for the expenditure which the mother country is compelled to incur for the defence and protection of the colony. But whilst I admit this, to its fullest extent, I have at the same time been obliged to observe the great inconvenience, and even loss, which results to the colony from the necessity which now exists for all changes in this respect originating in England. There are a vast number of small points seriously affecting the interests of colonial trade, and not at all disturbing the general principle or objects sought to be established by Imperial Legislation, in which a change is frequently found to be desirable. Great difficulty exists, in the first place, in explaining these points at home, and, next, in proving that they are of sufficient importance to demand legislation there; but even if this be done, I know myself, from experience in that department, too much difficulty and delay unavoidably arise in carrying such measures through Parliament. I am therefore very much disposed in favour of the middle course now suggested by the Assembly. If the Local Legislature be permitted to originate measures of this description, I entertain no doubt that they would be able to introduce many improvements very beneficial to the trade of the colony, and not at all injurious to Imperial interests. These, when sent home, could receive the assent of the Crown and Parliament, whilst, if they meddled improperly with matters affecting the general interests of trade, their work would be without effect, and be open to immediate rejection. If your Lordship shall concur in this view of the case, and shall be inclined to grant this extension of power to the colony, subject to the restriction I have stated, it would be better perhaps to pass an Act specially for the purpose than to incorporate it in the Union Bill."

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EXTRACT from a DESPATCH from the Right honourable Lord *John Russell*, of the 1st July 1840 (No. 171), to the late Governor-General of Canada, in as far as the same relates to the transmission of an Address from the Legislature of the late Province of Upper Canada, praying for the introduction of Canadian Corn into Great Britain, free from Duty.

"WITH regard to the address on the subject of the introduction of Canada corn into Great Britain, and regarding the proposal to invest the Provincial Legislature with the power of regulating, under certain restrictions, the trade of the empire at large, so far as it affects Canada, I have, in obedience to Her Majesty's commands, communicated that address, with your remarks upon it, to the Lords of Committee of Privy Council for Trade, for their Lordships' consideration."

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(No. 267.)

My Lord,

Downing-street, 1 December 1840.

I ENCLOSE the copy of a letter which I have received in which a suggestion is offered with respect to the admission into this country, free of duty, of Canada wheat, flour, and other agricultural produce; and I request that you will give this subject your consideration.

I have, &c.

The Right honourable Lord Sydenham.

(signed) *J. Russell.*

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(No. 320.)

THE DUTIES ON WHEAT (CANADA).

13

(No. 320.)

My Lord,

Downing-street, 3 March 1841.

ADVERTING to your Lordship's despatch, No. 115, of the 26th May 1840, in which was enclosed an Address to the Queen from the House of Assembly of Upper Canada, respecting the trade regulations of the province, and the repeal of the duties levied upon agricultural produce imported from Canada into the United Kingdom, to my answers thereto of the 1st July, No. 171, and to your Lordship's recent proposition for altering the clause of the Royal instructions, which prohibits the provincial legislature from legislating on subjects connected with the trade of the British empire, I have to inform your Lordship that the Lords of the Committee of Privy Council for Trade have considered the recommendations contained in your despatch, and the Address, and I shall communicate to your Lordship by the first opportunity the decision of Her Majesty's Government thereupon.

The President of the Board of Trade will bring before the House of Commons on Friday, the 12th instant, several propositions connected with this subject, and I regret that they are not sufficiently matured to enable me to transmit them to you by the present mail.

It will be the object of the Queen's Government to free the trade of Canada from restrictions which are unnecessary, and at the same time to do justice to the industry and manufactures of the United Kingdom.

I have, &c.

(signed) J. Russell.

The Right honourable Lord Sydenham,  
&c. &c. &c.

Appendix, No. 3.

EXTRACT from a Return to an Address of the Legislative Assembly of the 22d September 1842, being Copy of a Despatch from Lord Stanley to Sir Charles Bagot, dated 2 March 1842.

(For Lord Stanley's Despatch, 2 March 1842, vide Papers ordered by The House of Commons to be printed, 13 February 1843, No. 18, p. 3.)

Appendix, No. 4.

Freight and Charges on One Barrel of Flour from Cleveland to Liverpool, *via* Montreal.

	s.	d.
Cost of barrel and coopering - - - - -	1	10½
Freight from Cleveland to Kingston - - - - -	1	10½
Freight from Kingston to Montreal - - - - -	2	-
Insurance from ditto to ditto - - - - -	-	2
Shipping at Montreal - - - - -	-	6
Coopering at ditto - - - - -	-	2
	6	7
Charges to and in Liverpool, as per accompanying Account Sales - - - - -	7	11
	14	6

*Pro formâ* Account Sales of 1,000 Barrels Canadian Flour in Liverpool, by Gibb, Bright & Co.

Sold within three months after the arrival, payment	£.	s.	d.
three months, 1,000 barrels at 28s. - - - - -	1,400	-	-
CHARGES:	£.	s.	d.
Insurance on 1,150 <i>l.</i> at 40 <i>s.</i> per cent., policy 6 <i>s.</i>	26	12	-
Town and dock dues - - - - -	11	9	2
Duty on 1,000 barrels at 7 <i>d.</i> 7-32 - - - - -	30	1	6
*Freight 3 <i>s.</i> per barrel, primage 5 per cent. - - - - -	157	10	-
Cartage, portorage and cooperage, 7½ <i>d.</i> - - - - -	30	4	2
Storage three months, 1-6th of a penny per barrel per week - - - - -	9	-	6
Insurance from fire, 7 per cent. - - - - -	4	18	-
Interest on duties, 41 <i>l.</i> 10 <i>s.</i> 8 <i>d.</i> , six months - - - - -	1	1	-
Interest on freight, 157 <i>l.</i> 10 <i>s.</i> , three months - - - - -	1	19	6
Bank commission on 41 <i>l.</i> 10 <i>s.</i> 8 <i>d.</i> , ½ per cent. - - - - -	-	2	1
Commission and <i>del credere</i> on 1,400 <i>l.</i> at 4 per cent. - - - - -	56	-	-
	328	17	11
Net proceeds - - - - -	£.1,071	2	1

\* This is charged at 4*s.*, and the price of 7*s.* 11*d.* per barrel is taken from the above.



# FURTHER CORRESPONDENCE RELATING TO

## Appendix, No. 5.

STATEMENT of Charges on a Barrel of Flour, 196 lbs., from Cleveland to Liverpool,

Via Montreal.								s.	d.
Freight to St. Catherine's	-	-	-	-	-	-	-	1	3
Ditto to Liverpool, No. 5	-	-	-	-	-	-	-	14	6
								15	9
Via New York.								s.	d.
Barrel lining, nailing, &c.	-	-	-	-	-	-	-	1	10½
Freight to Buffalo	-	-	-	-	-	-	-	-	7½
Storage and shipping	-	-	-	-	-	-	-	-	3½
Freight to New York	-	-	-	-	-	-	-	3	1½
Cooperage, 2d.; insurance, 2d.	-	-	-	-	-	-	-	-	4
								6	3
								s.	d.
Shipping charges	-	-	-	-	-	-	-	-	3
Freight to Liverpool	-	-	-	-	-	-	-	1	6
* Charges in Liverpool, per No. 4; less insurance	-	-	-	-	-	-	-	2	9
Insurance, 1 per cent. on 30s.	-	-	-	-	-	-	-	-	4
Interest on disbursements	-	-	-	-	-	-	-	-	3
Four months' interest on 20s., original cost	-	-	-	-	-	-	-	-	3½
								5	4½
								11	7½
Gain in favour of New York	-	-	-	-	-	-	-	3	1½

## Appendix, No. 6.

QUESTIONS submitted to the Members of the Legislative Assembly, as to the price wheat should command in their respective districts, to yield an interest on the capital invested in land, or to remunerate the grower.

What price should wheat command per bushel in your district, to yield an interest on the capital invested in land, or to remunerate the grower?

NAMES.	DISTRICT.	Price per Bushel.	REMARKS.
		s. d.	
Boulton, Henry John	Niagara	4 -	{ - - But I think it should command 5s.
Boswell, G. M.	Northumberland, (South Riding)	5 -	
Boutillier, Thomas	St. Hyacinthe	5 -	
Cameron, Malcolm	Lanark	5 -	
Chesley, S. Y.	Cornwall	6 3	
Child, Marcus	Stanstead	5 -	{ - - Ours is not a wheat country.
Christie, Robert	Gaspé	10 -	
Cook, John	Dundas	5 -	
Delisle, A. M.	Montreal	5 -	{ - There is not enough grown for home consumption on account of the fly.
Derbshire, S.	Bytown	5 -	
De Witt, Jacob	Leinster	5 -	{ - - When it can be raised free from the fly.
Dunlop, William	Huron	5 -	
Forbes, C. J.	Two Mountains	5 -	{ - - Even at that price the remuneration is small, as labour is higher in my district than in any other in the province.
Foster, S. S.	Shefford	5 -	
			{ - Not growing wheat on account of the fly.
			{ - - Ours is not a wheat country.

\* Note.—The charges in Liverpool are equal; the difference between Montreal and New York and Liverpool arises in freight and insurance, the former being 4s. and 6d. 3-8; the latter 1s. 6d. and 4d.

THE DUTIES OF WHEAT (CANADA).

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Appendix, No. 6.

QUESTION submitted to the Members, &c.—continued.

NAMES.	DISTRICT.	Price per Bushel.	REMARKS.
		s. d.	
Gilchrist, John - - -	Northumberland (North Riding)	5 -	{ -- When wheat is at 5s. at Cobourg, only 4s. 6d. can be obtained with us, in consequence of transport.
Hale, Edward - - -	Town Sherbrooke - - -	5 -	
Hamilton, J. R. - - -	Bonaventure - - -	10 -	
Hincks, Hon F. - - -	Oxford - - -	5 -	
Hopkins, Caleb - - -	Halton (East Riding) - - -	5 -	{ -- To 6s. 3d.; this will merely pay in a good season.
Johnston, James - - -	Carleton - - -	5 9	
Kimber, René J. - - -	Champlain - - -	5 -	
Macdonald, J. S. - - -	Glengary - - -	5 -	
M'Lean, Alexander - - -	Stormont - - -	5 -	{ -- It depends upon the quantity raised ; and that depends upon the frost and the fly.
Moore, John - - -	Sherbrooke - - -	5 6	
Parent, Etienne - - -	Saguenay - - -	- -	
Parke, Thomas - - -	Middlesex - - -	5 -	
Roblin, J. P. - - -	Prince Edward - - -	5 -	{ -- But I think it ought to command 5s. 6d.
Smith, Henry - - -	Frontenac - - -	5 -	
Smith, Hermannus - - -	Wentworth - - -	5 -	
Sherwood, George - - -	Brockville - - -	5 -	
Steele, Elmes - - -	Simcoe - - -	4 6	
Taché, E. P. - - -	L'Islet - - -	5 6	
Taschereau, A. C. - - -	Dorchester - - -	5 -	
Thompson, David - - -	Lincoln - - -	5 -	
Turcotte, J. E. - - -	St. Maurice - - -	5 -	
Williams, J. T. - - -	Durham - - -	4 6	
Woods, Joseph - - -	Kent - - -	4 -	
Yule, John - - -	Chambly - - -	5 6	

Appendix, No. 7.

EXTRACT of the Scale of Duties under the late Corn Law, passed in the last Session of the Imperial Parliament.

	Wheat, per Imperial Quarter.		Flour, per Barrel.		Difference between Foreign and Colonial Duty on Flour.
	Duty on Foreign.	Duty on Colonial.	Duty on Foreign.	Duty on Colonial.	
	s. d.	s. d.	s. d.	s. d.	s. d.
Under 51s. -	20 -	5 -	12 - <sup>3</sup> / <sub>4</sub>	3 -	9 - <sup>3</sup> / <sub>4</sub>
51s. and ditto 52s. -	19 -	5 -	11 5 <sup>1</sup> / <sub>8</sub>	3 -	8 5 <sup>1</sup> / <sub>8</sub>
52s. „ ditto 55s. -	18 -	5 -	10 10	3 -	7 10
55s. „ ditto 56s. -	17 -	4 -	10 2 <sup>3</sup> / <sub>4</sub>	2 4 <sup>7</sup> / <sub>8</sub>	7 9 <sup>7</sup> / <sub>8</sub>
56s. „ ditto 57s. -	16 -	3 -	9 7 <sup>1</sup> / <sub>2</sub>	1 9 <sup>8</sup> / <sub>8</sub>	7 9 <sup>7</sup> / <sub>8</sub>
57s. „ ditto 58s. -	15 -	2 -	9 - <sup>1</sup> / <sub>4</sub>	1 2 <sup>3</sup> / <sub>2</sub>	7 9 <sup>1</sup> / <sub>4</sub>
58s. „ ditto 59s. -	14 -	1 -	8 5	- 7 <sup>5</sup> / <sub>2</sub>	7 9 <sup>3</sup> / <sub>2</sub>
59s. „ ditto 60s. -	13 -	1 -	7 9 <sup>6</sup> / <sub>8</sub>	- 7 <sup>7</sup> / <sub>2</sub>	7 2 <sup>1</sup> / <sub>2</sub>
60s. „ ditto 61s. -	12 -	1 -	7 2 <sup>3</sup> / <sub>8</sub>	- 7 <sup>7</sup> / <sub>2</sub>	6 7 <sup>1</sup> / <sub>2</sub>
61s. „ ditto 62s. -	11 -	1 -	6 7 <sup>8</sup> / <sub>8</sub>	- 7 <sup>7</sup> / <sub>2</sub>	6 - <sup>5</sup> / <sub>2</sub>
62s. „ ditto 63s. -	10 -	1 -	6 - <sup>1</sup> / <sub>8</sub>	- 7 <sup>7</sup> / <sub>2</sub>	5 4 <sup>3</sup> / <sub>2</sub>
63s. „ ditto 64s. -	9 -	1 -	5 5	- 7 <sup>7</sup> / <sub>2</sub>	4 9 <sup>3</sup> / <sub>2</sub>
64s. „ ditto 65s. -	8 -	1 -	4 9 <sup>3</sup> / <sub>4</sub>	- 7 <sup>7</sup> / <sub>2</sub>	4 2 <sup>7</sup> / <sub>2</sub>
65s. „ ditto 66s. -	7 -	1 -	4 2 <sup>3</sup> / <sub>4</sub>	- 7 <sup>7</sup> / <sub>2</sub>	3 7 <sup>1</sup> / <sub>6</sub>
66s. „ ditto 69s. -	6 -	1 -	3 7 <sup>3</sup> / <sub>4</sub>	- 7 <sup>7</sup> / <sub>2</sub>	3 - <sup>1</sup> / <sub>6</sub>
69s. „ ditto 70s. -	5 -	1 -	3 -	- 7 <sup>7</sup> / <sub>2</sub>	2 4 <sup>5</sup> / <sub>2</sub>
70s. „ ditto 71s. -	4 -	1 -	2 4 <sup>7</sup> / <sub>8</sub>	- 7 <sup>7</sup> / <sub>2</sub>	1 9 <sup>1</sup> / <sub>2</sub>
72s. „ ditto 73s. -	■ -	1 -	1 2 <sup>1</sup> / <sub>2</sub>	- 7 <sup>7</sup> / <sub>2</sub>	- 7 <sup>9</sup> / <sub>2</sub>
73s. and upwards -	1 -	1 -	- 7 <sup>7</sup> / <sub>2</sub>	- 7 <sup>7</sup> / <sub>2</sub>	-



—No. 3.—

(No. 330.)

COPY of a DESPATCH from Lord Stanley to the Right honourable  
Sir Charles Bagot, G.C.B.

No. 3.

Despatch from  
Lord Stanley to the  
Right hon. Sir  
Charles Bagot,  
2 March 1843.

Sir,

Downing-street, 2 March 1843.

I HAVE received your despatch (No. 19) of the 27th January, enclosing a petition addressed to the Queen by the Board of Trade at Quebec, praying that the Royal Assent may be withheld from the Bill passed in the last session of the Legislature of Canada, by which a duty was imposed on the importation of foreign wheat into that province, until the Imperial Parliament shall have passed a law authorizing the free admission into the United Kingdom and the British Colonies of all grain and flour exported from Canada.

I have to acquaint you, in answer, that I have laid this petition before the Queen, and that Her Majesty was graciously pleased to signify Her readiness to take the prayer of it into Her consideration when the proper time shall arrive for deciding upon the provincial enactment.

I have, &amp;c.

(signed) Stanley.

—No. 4.—

No. 4.

Extract of a  
Despatch from the  
Right hon. Sir  
Charles Bagot to  
Lord Stanley,  
24 February 1843.

(No. 35.)

EXTRACT of a DESPATCH from the Right honourable Sir Charles Bagot, G.C.B.,  
to Lord Stanley, dated Government House, Kingston, 24 February 1843.

I HAVE had the honour to receive your Lordship's despatch of the 1st instant, No. 320, desiring to be furnished with a report in explanation of the grounds upon which the Wheat Duty Bill was passed by the Canadian Houses of Assembly during the past season.

Your Lordship will have already received a despatch upon this subject, which I transmitted by the last mail, accompanying reports upon the other Bills of the same session.

To these I have now to add a copy of a Minute of my Council drawn up on this document.

The Minute of the Committee of Council will furnish your Lordship with the information required in the concluding paragraph of your despatch relative to the possible effect of the exemption contained in the second clause of the Bill in admitting frauds upon the revenue, and an abuse of the privilege which may be accorded in the United Kingdom to wheat which shall have paid the provincial duty.

Enclosure in No. 4.

Encl. in No. 4.

EXTRACT of a REPORT of a Committee of the Executive Council, dated 23d February 1843, on the subject of the Bill passed last Session, for imposing a Duty upon American Wheat.

WITH respect to the inquiry contained in the last clause of his Lordship's despatch, regarding the exemption from duty of wheat and flour introduced by sea for the use of the fisheries, and the facility which such an exemption may give to the commission of frauds upon the revenue, which inquiry, the Committee observe, is not anticipated in your Excellency's despatch, the Committee beg respectfully to observe,

1st.—That Canada is very little concerned in the fisheries on the coast, as the fish taken there are exported directly to foreign countries; and the supplies are derived directly from England, in the shape of fishing-tackle, sails, rigging, and other like necessities; and the provisions are imported, by sea, from the ports in the United States.

2dly.—That the British fisheries trading with foreign countries and having no protection, would be absolutely ruined by any financial measure which would increase their expenses, and thus place them at a disadvantage as compared with the foreign fisheries, particularly as the former do not enjoy the encouragement of bounty on the exportation of fish, afforded by the eastern colonies and by the Americans.

3dly.—That the exemption was introduced to favour a trade in which British shipping and British capitalists are interested; and that the only possible interest which the interior of Canada could have in the question would be in favour of a duty on foreign supply

For Lord Stanley's  
Despatch, 1 Feb.  
1843, vide Papers  
ordered by the  
House of Commons  
to be printed,  
13 Feb. 1843,  
No. 18, p. 5.

## THE DUTIES ON WHEAT (CANADA).

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supply to the fisheries, and in forcing them thus to take the supplies from the provinces ; but, for the reasons above stated, it is not desired to acquire such an advantage at the expense of the fisheries.

4thly.—That the exemption was introduced in accordance with the policy of all the Canada Trade Acts, which contain the same exemption in favour of the fisheries.

5thly.—That the geographical position of the fisheries is such as to prevent it from being the interest of persons disposed to defraud the revenue to import, by sea, wheat from a foreign country, and to send it illicitly into Canada, there to acquire the character of wheat or flour of Canadian growth, or of the same articles which had paid the duty.

6thly.—That wheat or flour introduced *by sea* for the use of fisheries not on the sea-coast, would not bear the expense of transportation to the interior for the purpose of avoiding the duty.

7thly.—As to the danger of wheat being introduced by sea at the fisheries on the coast, which may there be converted into flour, and thereby acquire the character of colonial produce or manufacture, the Committee would observe, that the country on the coast not being wheat growing, any importation or manufacture of wheat for exportation would immediately be observed by the officers of the Customs, and the traders in the article, on importing what evidently was not for the use of the fisheries, or on attempting to export it to England, would be liable to have the property seized, and would be subject to the pains and penalties of the British Trade Act, re-enacted by the Bill in question.

And, lastly, as the exemption was introduced into the Bill in favour of British interests, any act removing or lessening the duty on wheat and flour imported from Canada may contain any precautionary enactments regulating the details of importations for the use of the fisheries, which may be devised by the Commissioners of Customs, and which would effectually prevent the fraud of which his Lordship apprehends the probability.

## —No. 5.—

(No. 43.)

COPY of a DESPATCH from the Right honourable Sir *Charles Bagot*, G.C.B., to Lord *Stanley*.

Government House, Kingston,

20 March 1843.

My Lord,

WITH reference to your Lordship's Despatch of the 2d March, No. 330, relative to the petition addressed to the Queen by the Board of Trade at Quebec upon the subject of the Wheat Duty Bill, passed by the Provincial Legislature in its last session, I deem it expedient, although I am confident that Her Majesty's Government will allow no unnecessary delay to occur in determining upon the course which they will adopt with regard to this measure, to transmit to your Lordship a copy of a communication from the same body, pointing out the importance of an early decision upon this matter with reference to the trade of the approaching season.

I have, &amp;c.

(signed) *Charles Bagot*.

No. 5.

Despatch from the Right hon. Sir Charles Bagot to Lord Stanley, 20 March 1843.

## Enclosure in No. 5.

Office of the Council of the Quebec Board of Trade,  
Quebec, March 4, 1843.

Sir,

I AM requested by the Council of the Quebec Board of Trade respectfully to inquire if any information has yet been received regarding the fate of a Bill passed in the last session of our Provincial Legislature, imposing a duty of 3s. per quarter on wheat imported into the British Possessions in North America from the United States, and which was reserved by his Excellency the Governor-general for Her Majesty's pleasure thereon. When the aforesaid Bill was passed by the Legislature, it seemed to be generally understood that it was the intention of the Imperial Government to permit the importation of wheat from Canada into Great Britain at merely a nominal duty ; and as the season of business is now approaching, it is of great importance to the inhabitants of the province generally that they should receive authentic information on these questions with the least possible delay.

Encl. in No. 5.

I have, &amp;c.

(signed) *W. Walker*, Chairman.



WHEAT (CANADA).

FURTHER RETURN

OF

COPIES or EXTRACTS of CORRESPONDENCE  
relating to the DUTIES on WHEAT imported  
from the United States into *Canada*, or from  
*Canada* into the United Kingdom, since the  
1st January 1842.

(*Mr. Charles Wood.*)

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*Ordered, by The House of Commons, to be Printed,  
28 April 1843.*

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218.

*Under 3 oz.*

CANADIAN WHEAT.

RETURN to an Order of the Honourable The House of Commons,  
dated 13 March 1843 ;—for,

AN ACCOUNT of the AVERAGE RATES of DUTY paid upon all CANADIAN  
WHEAT imported into *Great Britain*, in each Year, from 1838 to 1842,  
inclusive ; with the Average Rate of Duty paid upon the same during  
the Five Years ending 5th January 1843.

					AVERAGE RATE of DUTY paid upon CANADIAN WHEAT imported into the United Kingdom.	
					<i>Per Quarter.</i>	
					<i>s.</i>	<i>d.</i>
Year 1838	-	-	-	-	2	1
„ 1839	-	-	-	-	—	6
„ 1840	-	-	-	-	4	—
„ 1841	-	-	-	-	1	9
„ 1842	-	-	-	-	2	5
Average of the Five Years ended 5th January 1843					2	1

Inspector-General's Office,  
Custom House, London,  
4 April 1843.

*William Irving.*



CANADIAN WHEAT.

AN ACCOUNT of the AVERAGE RATES of DUTY  
paid upon all CANADIAN WHEAT imported into  
*Great Britain*, in each Year, from 1838 to 1842  
inclusive; with the Average Rate of Duty paid  
upon the same during the Five Years ending 5th  
January 1843.

(*Mr. Ricardo.*)

Ordered, by The House of Commons, to be Printed,  
7 April 1843.

WHEAT AND FLOUR.

RETURN to an ADDRESS of the Honourable The House of Commons, dated 25 April 1843;—for,

A RETURN of the PRICES of WHEAT and FLOUR at the different BRITISH PORTS in NORTH AMERICA, for the latest Five Years now in the COLONIAL OFFICE.

Colonial Office, Downing-street,  
5 May 1843.

G. W. HOPE.

PRICES OF WHEAT AND FLOUR AT THE BRITISH PORTS IN NORTH AMERICA,  
FROM 1836 TO 1842.

PRICES abstracted from the STATISTICAL RETURNS in the BLUE BOOKS, annually prepared in the COLONIES for the Secretary of State.				RETAIL PRICES abstracted from the RETURNS of EMIGRATION AGENTS.			
COLONY.	DATE.	PRICE of WHEAT per Bushel.	PRICE of FLOUR, per Barrel of 196 lbs.	COLONY.	DATE.	AVERAGE PRICE of WHEAT per Bushel.	AVERAGE PRICE of FLOUR, per Bar. of 196 lbs.
		<i>Sterling.</i>	<i>Sterling.</i>			<i>Sterling.</i>	<i>Sterling.</i>
		<i>s. d. s. d.</i>	<i>s. d. s. d.</i>				<i>s. d.</i>
Lower Canada (Quebec.)	1836	5 - to 8 4	- no Returns.	Lower Canada (Quebec.)	December 1840	- no Returns -	28 -
	1837	6 3			Quarter ending—		
	1838	5 6 to 7 -			31 July 1842	- - ditto -	24 9
	1839	6 - to 7 6			31 Oct. „	- - ditto -	24 9
	1840	5 -					
	1841	- no Returns -					
	1842	- - ditto - -					
Upper Canada (Toronto.)	1836	3 1½ to 3 9	- no Returns.	Upper Canada (Kingston.)	December 1840	- - ditto - -	20 -
	1837	3 9 to 5 -	- - ditto.		Quarter ending—		
	1838	5 -	25 - to 35 -		31 July 1842	- - ditto - -	22 6
	1839	5 -	25 - to 35 -		5 Oct. „	18s. per 196 lbs. -	- no Returns.
	1840	- no Returns -	- no Returns.				
	1841	4 - to 4 6	27 6 to 30 -				
	1842	4 5	20 - to 27 6				
New Brunswick (St. John.)	1836	- no Returns -		New Brunswick (St. John.)	December 1840	- no Returns -	36
	1837	- - ditto - -			Quarter ending—		
	1838	- - ditto - -			30 June 1842	- - ditto - -	40 ..
	1839	- - ditto - -					
	1840	- - ditto - -					
	1841	6 9					
	1842	6 9					
Nova Scotia (Halifax.) Cape Breton (Sydney.)	1836	- no Returns -		Nova Scotia: (Lunenburgh.)	Quarter ending—		
	1837	- - ditto - -			5 July 1842	- - ditto - -	36 -
	1838	- - ditto - -		(Pictou.) -	10 Oct. „	- - ditto - -	27 6
	1839	- - ditto - -					
	1840	5 - to 8 -					
	1841	- no Returns -		Cape Breton (Sydney.)	Quarter ending—		
	1842	- - ditto - -			5 July 1842	- - ditto - -	32 6
Newfoundland	1836 to 1842	- no Returns -			10 Oct. „	- - ditto - -	30 -
					31 Dec. „	- - ditto - -	30 -
Prince Edward Island.	1836	8 -					
	1837	4 7 to 10 -					
	1838	4 9½ to 6 3					
	1839	6 - to 8 -					
	1840	4 - to 6 -					
	1841	6 -					
	1842	6 -					



WHEAT AND FLOUR.

RETURN of the PRICES of WHEAT and FLOUR  
at the different BRITISH PORTS in NORTH  
AMERICA, for the latest Five Years now in the  
COLONIAL OFFICE.

(*Mr. W. Miles.*)

*Ordered, by The House of Commons, to be Printed,  
5 May 1843.*

## WHEAT AND WHEAT FLOUR.

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RETURN to an Order of the Honourable The House of Commons,  
dated 1 May 1843;—for,

AN ACCOUNT of all WHEAT and WHEAT FLOUR imported into the UNITED KINGDOM from the BRITISH COLONIES in *North America*, from the Year 1800 to the 5th day of January 1843; distinguishing the Quantities of Wheat and Wheat Flour respectively; and also, the sum Total, in Quarters, imported in each Year; together with an Account of the Rate of Duty to which Wheat and Wheat Flour, the Produce of the *North American* Colonies, were liable in such Years.

AN ACCOUNT of the RATES of DUTY payable upon the Importation of WHEAT and WHEAT FLOUR into the *Canadas*, from 1800 to 1843.

(*Mr. Francis Baring.*)

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*Ordered, by The House of Commons, to be Printed,*  
8 May 1843.

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AN ACCOUNT of all WHEAT and WHEAT FLOUR imported into the UNITED KINGDOM from the BRITISH COLONIES in *North America*, from the Year 1800 to the 5th day of January 1843; distinguishing the Quantities of Wheat and Wheat Flour respectively; and also the Sum Total, in Quarters, imported in each Year; together with an Account of the Rate of Duty to which Wheat and Wheat Flour, the Produce of the *British North American Colonies*, were liable in such Years.

YEARS	Quantities imported into the United Kingdom from the British North American Colonies.			When the Prices for regulating Importation were, for Wheat (per Winchester Quarter)—	Rates of Duty chargeable	
	Wheat.	Wheat Flour.	Wheat and Flour (stated in Quarters).		On Wheat, per Quarter.	On Flour, per Cwt.
	Qrs.	Cwts.	Qrs.		£. s. d.	£. s. d.
1800	23,115	8,727	25,609	{ under 48 s. - - - - - at or above 48 s., but under 52 s. - at or above 52 s. - - - - -	1 6 8 <sup>10</sup> - 2 9 - - 6 <sup>3</sup>	- 7 1 <sup>2</sup> - 1 7 <sup>2</sup> - - 2 <sup>5</sup>
1801	56,659	42,822	68,894	- - - - -	- " -	- " -
1802	71,544	19,658	77,161	- - - - -	- " -	- " -
1803	42,640	6,417	44,473	{ under 48 s. - - - - - at or above 48 s., but under 52 s. - at or above 52 s. - - - - -	1 7 3 <sup>7</sup> <sub>10</sub> - 2 9 <sup>2</sup> <sub>4</sub> - - 6 <sup>2</sup> <sub>4</sub>	- 7 3 <sup>2</sup> <sub>4</sub> - 1 8 <sup>1</sup> <sub>4</sub> - - 2 <sup>1</sup> <sub>4</sub>
1804	21,156	201	21,214	From 1st June:		
				{ under 48 s. - - - - - at or above 48 s., but under 52 s. - at or above 52 s. - - - - -	1 10 3 <sup>2</sup> <sub>4</sub> - 3 1 <sup>1</sup> <sub>4</sub> - - 7 <sup>1</sup> <sub>4</sub>	- 8 1 <sup>1</sup> <sub>4</sub> - 1 10 <sup>1</sup> <sub>4</sub> - - 2 <sup>1</sup> <sub>4</sub>
				From 15 November:		
1805	2,242	30	2,250	{ under 53 s. - - - - - at or above 53 s., but under 56 s. - at or above 56 s. - - - - -	1 10 11 <sup>1</sup> <sub>40</sub> - 3 2 <sup>1</sup> <sub>4</sub> - - 7 <sup>1</sup> <sub>20</sub>	- 8 3 <sup>2</sup> <sub>10</sub> - 1 10 <sup>1</sup> <sub>10</sub> - - 2 <sup>1</sup> <sub>10</sub>
1806	9,788	44	9,800	{ under 53 s. - - - - - at or above 53 s., but under 56 s. - at or above 56 s. - - - - -	1 12 11 <sup>1</sup> <sub>40</sub> - 3 4 <sup>1</sup> <sub>4</sub> - - 8 <sup>1</sup> <sub>20</sub>	- 8 9 <sup>1</sup> <sub>10</sub> - 2 - - - 2 <sup>1</sup> <sub>10</sub>
1807	25,267	6,970	27,259	- - - - -	- " -	- " -
1808	17,933	3,773	19,011	- - - - -	- " -	- " -
1809	18,263	1,761	18,766	{ under 53 s. - - - - - at or above 53 s., but under 56 s. - at or above 56 s. - - - - -	1 13 4 - 3 4 - - 8	- 9 - - 2 - - - 4
1810	23,877	4,316	25,110	- - - - -	- " -	- " -
1811	329	37	340	- - - - -	- " -	- " -
1812	25,169	4,712	26,515	- - - - -	- " -	- " -
1813	- -	3	1	{ under 53 s. - - - - - at or above 53 s., but under 56 s. - at or above 56 s. - - - - -	1 19 7 - 3 11 <sup>1</sup> <sub>4</sub> - - 9 <sup>1</sup> <sub>4</sub>	- 10 8 <sup>1</sup> <sub>4</sub> - 2 4 <sup>1</sup> <sub>4</sub> - - 4 <sup>1</sup> <sub>4</sub>
1814	- -	9	3	- - - - -	- " -	- " -
1815	- -	88	25	{ at or above 67 s. - - - - - under 67 s. - - - - -	- free - - not admis- sible for home consumption.	- free. - - not admis- sible for home consumption.
1816	- -	10	3	- - - - -	- " -	- " -
1817	17,606	37,044	28,190	- - - - -	- " -	- " -
1818	47,243	24,130	54,137	- - - - -	- " -	- " -
1819	9,100	4,631	10,423	- - - - -	- " -	- " -
1820	29,168	40,489	40,736	- - - - -	- " -	- " -
1821	38,293	8,120	40,613	- - - - -	- " -	- " -

Wheat and Wheat Flour imported into the United Kingdom, from 1800 to 1843—continued.

YEARS	Quantities imported into the United Kingdom from the British North American Colonies.				Rates of Duty chargeable	
	Wheat.	Wheat Flour.	Wheat and Wheat Flour (stated in Quarters).		On Wheat, per Quarter.	On Flour, per Cwt.
	Qrs.	Cwts.	Qrs.		£. s. d.	£. s. d.
				When the Prices for regulating Im- portation were, for Wheat (per Winchester Quarter)—		
				If warehoused before 13 May 1822,		
				under 59 s. - - - - -	not admissible	not admissible.
				above 59 s., and under 67 s. - - -	- - 12 s., and additional for first 3 months, 5 s.	- - 3 s. 3 d., and additional for first 3 months, 1 s. 7 d.
				at or above 67 s., but under 71 s. - - -	- - 5 s., and additional for first 3 months, 5 s.	- - 1 s. 7 d., and additional for first 3 months, 1 s. 7 d.
				at or above 71 s. - - - - -	- 1 -	- - 4
				If warehoused since 13 May 1822,		
				at or above 67 s. - - - - -	- free -	- free.
				under 67 s. - - - - -	not admissible	not admissible.
1822	22,476	2,748	23,261			
1823	97	394	209			
1824	721	594	891			
1825	90,687	12,311	94,204	whatever might be the average price	- 5 -	- "
1826	26,822	1,827	27,344		- "	- "
				Per Imperial Quarter :		
1827	50,925	21,573	57,089	under 67 s. - - - - -	- 5 -	- 1 8 <sup>5</sup> / <sub>16</sub>
1828	14,415	16,575	19,151	at or above 67 s. - - - - -	- - 6	- - 2 <sup>1</sup> / <sub>16</sub>
1829	4,056	5,579	5,650		- "	- "
1830	58,964	61,916	76,654		- "	- "
1831	190,797	96,362	218,329		- "	- "
1832	89,517	48,831	103,468		- "	- "
1833	79,410	74,017	100,558		- "	- "
1834	44,907	40,386	56,446		- "	- "
1835	14,326	9,735	17,107		- "	- "
1836	-	18,025	5,150		- "	- "
1837	-	9,528	2,722		- "	- "
1838	-	39,745	11,356		- "	- "
1839	27	27,094	7,768		- "	- "
1840	8,192	478,969	145,040		- "	- "
1841	70,299	628,914	249,989		- "	- "
1842	33,524	524,183	183,291	under 55 s. - - - - -	- 5 -	- 1 8 <sup>5</sup> / <sub>16</sub>
				55 s., and under 56 s. - - - - -	- 4 -	- 1 4 <sup>1</sup> / <sub>16</sub>
				56 s., and under 57 s. - - - - -	- 3 -	- 1 - <sup>1</sup> / <sub>16</sub>
				57 s., and under 58 s. - - - - -	- 2 -	- 8 <sup>1</sup> / <sub>16</sub>
				58 s. and upwards - - - - -	- 1 -	- - 4 <sup>1</sup> / <sub>16</sub>

Inspector-General's Office,  
Custom House, London,  
5 May 1843.

WILLIAM IRVING.



AN ACCOUNT of the RATES of DUTY payable upon the Importation of WHEAT and WHEAT FLOUR into the *Canadas*, from 1800 to 1843.

From 1800 until 1822, no Duties were payable upon Wheat or Wheat Flour so imported.

- 3 Geo. 4, c. 119 : From 1822 until 1825, Wheat Flour was subject to a Duty of 5 s. per barrel upon importation from the United States of America by land or inland navigation, and Wheat was Duty free.
- 3 Geo. 4, c. 45 : During the same period, Wheat and Wheat Flour imported into Canada from Foreign Europe or Africa were subject to a Duty of 12 per cent. ad valorem.
- 6 Geo. 4, c. 114 : From 1825 to 1831, Wheat was charged with 1 s. the bushel ; and Wheat Flour the barrel, of 196 lbs., with 5 s.
- 1 & 2 W. 4, c. 24 : In 1831, Wheat and Wheat Flour became exempt from Duty, and continues so at this time.

Custom House, London, }  
5 May 1843.

J. Woodhouse,  
Inspector Plantation Accounts.

WHEAT AND WHEAT FLOUR.

AN ACCOUNT of all WHEAT and WHEAT FLOUR imported into the UNITED KINGDOM from the BRITISH COLONIES in *North America* ; and, of the Rates of DUTY payable upon the Importation of WHEAT and WHEAT FLOUR into the *Canadas*, from 1800 to 1843.

(Mr. Francis Baring.)

Ordered, by The House of Commons, to be Printed,  
8 May 1843.

240.

Under 1 oz.

# C A N A D A.

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RETURN to an ADDRESS of the Honourable The House of Commons,  
dated 27 February 1844 ;—for,

COPIES of the ADDRESS of the House of Assembly of the Province of *Canada* to the Governor-General, respecting the CIVIL LIST, regulated by the Act for the Union of the Provinces of *Upper* and *Lower Canada*; of the MESSAGE of the Governor-General in Reply to the said Address, and dated the 16th day of October 1843, together with the Memorandum alluded to in the said Reply, and presented to the House of Assembly by the command of the Governor-General; and a Copy of the ADDRESS to Her Majesty The QUEEN, passed in the last Session of the Provincial Parliament by the House of Assembly, respecting the said Civil List.

COPY of the REPORT presented by the COMMISSIONERS appointed, pursuant to an Address of the 7th day of September 1841, of the House of Assembly of the Province of *Canada*, to inquire relative to the SEIGNIORIAL TENURE existing in *Lower Canada*.

EXTRACTS of any CORRESPONDENCE of the Governor-General of *Canada* and the Colonial-Office, respecting the repeal of the Act of the Imperial Parliament, intituled, "The CANADA TENURES ACT," since the year 1837.

EXTRACTS of CORRESPONDENCE relative to the Effect of the BRITISH COPYRIGHT ACT, and the policy of excluding from the Province American Reprints of British Publications.

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Colonial-Office, Downing-Street, }  
28 March 1844.

G. W. HOPE.

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(Mr. Leader.)

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*Ordered, by The House of Commons, to be Printed,*  
*1 April 1844.*

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SCHEDULE.

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CIVIL LIST :

- No. 1.—Copy of a Despatch from the Right Hon. Sir C. T. Metcalfe to Lord Stanley,  
dated Government-House, Kingston, 26 October 1843 - - - - p. 3
- No. 2.—Extract of a Despatch from the Right Hon. Sir C. T. Metcalfe to Lord Stanley,  
dated Government-House, Kingston, 11 December 1843 - - - - p. 8

SEIGNIORIAL TENURE :

- No. 1.—Extract from the Journals of the Legislative Assembly of Canada, 28 June 1841 p. 9
- No. 2.—Extract from the Journals of the Legislative Assembly of Canada, 28 July 1841 p. 9
- No. 3.—Extract from Journals of Legislative Assembly of Canada, 7 September 1841 - p. 11
- No. 4.—Extract from Journals of Legislative Assembly of Canada, 11 September 1841 - p. 13
- No. 5.—Extract from Journals of Legislative Assembly of Canada, 3 October 1842 - p. 13

CANADA TENURES ACT :

No Correspondence has taken place between the Governor-General of Canada and the Colonial-Office, respecting the repeal of the Canada Tenures Act, since the year 1837.

COPYRIGHT ACT :

- No. 1.—Copy of a Despatch from the Right Hon. Sir C. T. Metcalfe to Lord Stanley,  
dated Government-House, Kingston, 18 November 1843 - - - - p. 15
- No. 2.—Copy of a Despatch from Lord Stanley to the Right Hon. Sir C. T. Metcalfe,  
dated Downing-street, 21 December 1843 - - - - p. 16
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## CIVIL LIST.

COPIES of the ADDRESS of the House of Assembly of the Province of *Canada* to the Governor-General, respecting the CIVIL LIST, regulated by the Act for the Union of the Provinces of *Upper* and *Lower Canada*; of the MESSAGE of the Governor-General in Reply to the said Address, and dated the 16th day of October 1843, together with the Memorandum alluded to in the said Reply, and presented to the House of Assembly by the command of the Governor-general; and a Copy of the ADDRESS to Her Majesty The QUEEN, passed in the last Session of the Provincial Parliament by the House of Assembly, respecting the said Civil List.

### — No. 1. —

(No. 109.)

COPY of a DESPATCH from the Right Hon. Sir *C. T. Metcalfe*, Bart. G.C.B. to Lord *Stanley*.

Government House, Kingston,  
26 October 1843.

No. 1.  
Right Hon. Sir  
*C. T. Metcalfe* to  
Lord *Stanley*,  
26 October 1843.

My Lord,

I HAVE the honour to submit, for your Lordship's information, a copy of a Resolution of the House of Assembly, for the presentation of an Address on the subject of the Civil List of this Province, together with a printed copy of my reply.

I have, &c.  
(signed) *C. T. Metcalfe*.

Legislative Assembly, Thursday,  
5 October 1843.

*Resolved*, That an humble address be presented to his Excellency the Governor-general, requesting his Excellency will be graciously pleased to inform the House whether any communications have been made since the last session to Her Majesty's Government by the executive of this province, with respect to a reduction in the Civil List and other expenses of the civil government thereof, and that his Excellency will be pleased to lay before the House all such information and correspondence respecting the same, as he may deem himself at liberty to communicate.

*Ordered*, That the said address be presented to his Excellency by such members of this House as are of the honourable the Executive Council of this Province.

Attest.

(signed) *Wm. B. Lindsay*,  
Clerk of Assembly.

MESSAGE from the Governor-general to the Legislative Assembly, on the Subject of the Civil List.—Presented 16 October 1843.

*C. T. Metcalfe*.

Government House, Kingston,  
10 October 1843.

THE Governor-general informs the House of Assembly, in reply to their address regarding the Civil List, that communications have been made to Her Majesty's Government on that subject by the Governor of this province since the last session, and that a correspondence is still pending. He does not consider himself at liberty to lay before the house any portion of that correspondence. Neither is he able to make any declaration, which should have the effect of fettering the discretion of Her Majesty's Government, as to the view which may be taken of the subject, by Her Majesty's Ministers, or the Imperial Parliament, whose intervention is absolutely necessary to effect any alteration in the amount of the existing Civil List, or in the authority by which it is granted. The Governor-general, however, is not aware of any obstacle to a practical diminution of the civil expenditure, whether borne on the Civil List or otherwise, by such reasonable and judicious reductions as it may be in his competency to authorize; and, in conformity to the desire which he has always entertained in favour of all practicable economy, he has recently abstained from filling a vacancy



#### 4 ADDRESS OF THE HOUSE OF ASSEMBLY OF CANADA

in the secretariat, trusting that the public service will not require more than one provincial secretary. As connected with the subject of the Civil List, the Governor-general has authorized the inspector-general to lay before the house some documents, being portions of a memorandum furnished by that officer, at the Governor's desire, for the information of Her Majesty's Government.

##### CIVIL LIST.

Memorandum laid before the Legislative Assembly, by Command of His Excellency the Governor-general, and referred to in His Excellency's Message on the Subject of the Civil List, presented to the House on the 16th October 1843.

Kingston, May 1843.

MR. HINCKS has the honour to transmit to the Governor-general, a memorandum containing some information respecting the Civil List, with suggestions for putting it on a more satisfactory footing. Mr. Hincks has also the honour to state, that having communicated the memorandum to such of his colleagues as are at present in town, it has met with their concurrence.

##### *Memorandum.*

THERE is no Canadian question requiring more serious consideration than that relating to the Civil List, of 75,000*l.* sterling, granted annually to Her Majesty by the Imperial Act, 3 & 4 Vict. c. 35, intituled, "An Act to re-unite the Provinces of Lower and Upper Canada, and for the Government of Canada."

By the 50th section of the said Act, it is enacted, that "all Duties and Revenues over which the respective Legislatures of the said Provinces before and at the time of the passing of this Act had, and have, power of appropriation, shall form one Consolidated Revenue Fund, to be appropriated for the public service of the Province of Canada, in the manner and subject to the charges hereinafter mentioned."

By the 52d section of the said Act, the said Consolidated Revenue Fund is permanently charged with the annual sum of 45,000*l.*, for defraying the expense of certain services and purposes named in a Schedule, marked (A.), annexed to the Act; and also with an annual sum of 30,000*l.*, for defraying the expense of certain services, named in a Schedule, marked (B.), also annexed to the Act, and which latter sum is granted during the life of Her Majesty, and for five years after the demise of Her Majesty.

It is not desirable to enter at present upon the constitutional question, of the right of the Imperial Parliament to make a grant to Her Majesty of a portion of the revenue over which, as is admitted in the 50th section of the Act, the Provincial Legislatures had, before and at the time of its passing, the sole power of appropriation.

It ought not, however, to be concealed from the Governor-general, that the Members of his Government, in common with the vast majority of Her Majesty's subjects in Canada, claim for the Legislative Assembly of the Province, the sole right of appropriating to the public service, at its discretion, the whole of the revenue raised within the Province, whether arising from taxes or any other Canadian source.

It must be admitted that this claim is one which has always been denied by Her Majesty's Imperial Government, and that this difference of opinion was one of the principal causes of the misunderstanding, which unhappily existed in former times between that Government and the Houses of Assembly of Lower and Upper Canada.

For this very reason, it is important that no time should be lost in placing the Civil List on a satisfactory footing.

It is earnestly hoped that the information and suggestions contained in this memorandum may aid in bringing about so desirable a result.

The grant to Her Majesty, of 75,000*l.* as a Civil List, was made by the Imperial Parliament, in consequence of the recommendation of the late Lord Sydenham, at that time Governor-general of British North America. It is stated in the despatches of his Lordship, that he had previously obtained the consent of the Legislature of the Province of Upper Canada, and of the Special Council of Lower Canada.

On reference to the resolutions adopted by the Legislative Council and House of Assembly of Upper Canada, it will be found that they give no sanction to the establishment of such a Civil List as that granted by the Imperial Parliament. It must be borne in mind that, previous to this question being submitted by Lord Sydenham to the Canadian Legislatures, clear and definite propositions had been made by the Imperial Government for the surrender of the entire revenue claimed by the Crown as hereditary, casual, or territorial, on an adequate provision being made for the support of certain officers of the civil government.

It is important to notice that the grant of a Civil List had been invariably refused, on the ground of its excess, although the services for which provision was then asked fell very far short of those included in the Schedules annexed to the Re-union Act.

On the 14th February 1837, Lieutenant-governor Sir Francis Bond Head communicated, by message, to the House of Assembly of Upper Canada, a proposition for surrendering all the hereditary, territorial, and casual revenues of the Crown, on a provision being made for certain expenses of the civil government, specified in a schedule transmitted to the House, also for certain annuities to the Indian tribes, certain payments guaranteed to religious bodies, and pensions, the latter charges being merely temporary.

The

## TO GOVERNOR-GENERAL, RESPECTING CIVIL LIST, &amp;c. 5

The House of Assembly declined acceding to the proposition contained in the message of the Lieutenant-governor, principally in consequence of the stipulation in favour of the religious bodies, which the House did not think should have been made. Fresh negotiations were opened on the subject, which had not terminated when the House was invited to consider the propositions for a re-union of the Provinces.

The message of his Excellency the late Lord Sydenham, to the House of Assembly of Upper Canada, communicating the terms on which Her Majesty's Government were of opinion that a union of the Provinces of Upper and Lower Canada might be effected, stipulated for the permanent grant of a sufficient Civil List, "for securing the independence of the judges, and to the Executive Government that freedom of action which is necessary for the public good." Beyond a promise that the salaries and expenses would be calculated with a strict regard to economy and the state of the provincial finances, the Message contained little further information on this subject.

It appears evident that the House, in pledging itself to the grant of a sufficient Civil List, never contemplated a permanent provision for any officers but those for whom such provision had been required previously by Her Majesty's Government, when the offer of the surrender of the casual and territorial revenue had been made. The Resolution adopted by the House is as follows:—"That this House concur in the proposition that a Civil List be granted to Her Majesty for securing the independence of the judges, and to the Executive Government that freedom of action which is necessary for the public good; the grant for the person administering the Government, and for the judges of the several superior courts, to be permanent, and for the officers conducting the other departments of the public service, to be for the life of the Sovereign, and for a period of not less than 10 years."

It is manifest, from the tenor of the foregoing Resolution, that the House of Assembly never contemplated the grant of a Civil List embracing the services provided for in the schedules annexed to the Re-union Act. The permanent grant is expressly limited to the Governor and the judges, whereas provision is made in Schedule (A.) not only for the salaries of the Crown officers, but for all the contingent expenses of the administration of justice.

As the constitution of Lower Canada was suspended when the terms on which the union might be effected were submitted for consideration in that province, no expression of opinion was obtained from any parties claiming to represent public opinion.

But it will be found that negotiations had taken place on the subject of a Civil List, between Her Majesty's Imperial Government and the House of Assembly of that province, previous to the suspension of the constitution.

It is satisfactory to find recorded in the despatches, both of the Earl of Aberdeen and of Lord Glenelg, who successively held the seals of the Colonial Department, an admission that it was expedient that the hereditary and territorial, as well as all other branches of the provincial revenue, should be surrendered to the appropriation of the House of Assembly on the grant of a moderate Civil List. In none of the numerous propositions made during a series of years by Her Majesty's Government was there a demand for a Civil List to anything like the extent or amount granted by the Re-union Act. In the sister provinces of Nova Scotia and New Brunswick difficulties have been experienced very similar to those which have existed in Canada, owing to the Imperial Government having stipulated that a provision should be made for services which the Legislatures of those provinces were unwilling to sanction. The question of the Civil List is still unsettled in Nova Scotia; but the Imperial Government have never claimed from the Legislature of that province that provision should be made for the services provided for in the schedules annexed to the Re-union Act.

It is impossible for any Government to support a Civil List to which objections are raised, and with justice, by the people at large; first, on the ground that its establishment was a violation of their constitutional rights; second, that the services provided for are more than ought to be placed on the permanent Civil List, more than the Imperial Government ever asked previous to the union, and more than they now ask from the sister colony of Nova Scotia; third, on the ground that the salaries provided are higher than the province can afford to pay with a due regard to the public interests, and more especially to the maintenance of the public credit.

However strong may be the objections to the present arrangement of the Civil List, yet, with a view to preserve a good understanding between Her Majesty's Imperial Government and the Canadian Legislature and people, an effort should be made to avert the evils which must unavoidably arise, if this question be suffered to remain much longer in its present state.

It is right that the Governor-general should be informed of the anxious desire which is generally felt that the Civil List to be granted to Her Majesty out of the Consolidated Revenue Fund of Canada should, as far as possible, be analogous to that of the United Kingdom, and that the permanent grant should be limited to the Governor, the private secretary to the Governor, and the necessary contingencies of his office, and the judges of the superior courts, who hold their offices during good behaviour; and that the salaries of the principal officers of the Civil Government and of their clerks, together with their contingent expenses, should be voted annually, as in England.

Although this opinion is very strongly entertained, and although the members of the Provincial Government would experience great difficulty in advocating a Civil List of a greater extent than that which they have hitherto supported, it may be found expedient, in consideration of the strong feeling entertained by the Imperial Government on this subject, and in view of the interests of the people of Canada, that they should waive their objections and agree to propose to the Canadian Parliament the grant of such a permanent Civil List



## 6 ADDRESS OF THE HOUSE OF ASSEMBLY OF CANADA

as will, it may be hoped, fully meet the views of Her Majesty's Government. There does not seem any sufficient reason for dividing the appropriation into two classes, and specifying the services to be provided into two distinct schedules. This has been found already to produce confusion; but the principal objection to it is, that it may re-open, at a future day, a question which has already given rise to most serious difficulty. It would therefore be expedient, in bringing forward a Bill for granting a Civil List to Her Majesty, to make the appropriation permanent, and to include all the services to be provided for in one schedule.

With a view of meeting the general demand on the part of the public for retrenchment and economy, and in view of the large debt contracted for public works, the interest of which it is of the highest importance should be punctually met, it is necessary that a reduction of salaries should take place. A schedule, annexed to this memorandum, will explain the extent of the reduction which is recommended, and which will leave the salaries of public officers quite as high as any Canadian Legislature will be willing to sanction. The reduction proposed in the salaries of the chief justice, vice-chancellor, judge at Three Rivers, and deputy inspector-general, ought not to affect the present incumbents. The only items provided for in the schedules annexed to the Re-union Act which are not included in the proposed Civil List, are a portion of those under the head of "Contingent and Miscellaneous Expenses of the Administration of Justice in Schedule (A.), and Contingencies of Public Offices in Schedule (B.)." There are many reasons why it is inexpedient to include these services. The charges in Schedule (A.), which it is proposed to exclude, consist chiefly of the contingent expenses of sheriffs, gaolers, coroners, and other judicial officers in the late province of Lower Canada. Services of a similar character have always been cheerfully provided for in Upper Canada, as they are in England, by local assessment, and it is possible that some similar mode of defraying them in Lower Canada may be adopted by the Legislature.

It is necessary to offer some observations on one item of the services provided for in the present Civil List; viz. the pensions.

The system which prevails in England of granting pensions and gratuities to retired servants of the Crown is considered highly objectionable in Canada, and any attempt to persevere in it will lead to very great discontent. The Pension List at present amounts to the very large sum of about 7,000*l.*, 2,000*l.* of which is included in Schedule (A.) as pensions to the judges, to which, however, there is no objection; and 5,000*l.* in Schedule (B.). It has already been noticed, that in the propositions formerly made by the Imperial Government for the grant of an adequate Civil List, in exchange for the hereditary and territorial revenues of the Crown, the amount granted for pensions was to cease on the death of the recipients. Although there is a very general feeling against the principle of pensioning retired servants of the Crown, there can be no doubt that the Legislative Assembly would at any time hereafter, as heretofore, be most ready to co-operate with Her Majesty in granting a retired allowance to any of Her old and meritorious servants who might be in actual want. This is the utmost extent to which any of the sister colonies have been called upon to go, and it would be necessary that, in proposing the same amount fixed in the present Civil List for pensions, the Members of the Government should be enabled to assure the Legislative Assembly that every effort will be used to reduce this item of expenditure as much as possible.

In the annexed Schedule, remarks have been made on such of the different heads of service as appear to require explanation. The amount of the proposed Civil List is 60,000*l.*, a sum much greater in proportion than what has been claimed for any of the other colonies on this continent, and much more than what has ever been required from the Legislature of Lower and Upper Canada, in exchange for the surrender of the hereditary, casual, and territorial revenues of the Crown.

The plan suggested will be received, it is hoped, as evincing an anxious desire to meet the wishes of Her Majesty's Imperial Government on this question; and, if approved of, there can be no doubt that the members of the present Provincial Government will be able to procure the assent of the Canadian Legislature to a Bill for granting a permanent Civil List to Her Majesty, to the amount and for the services specified in the annexed Schedule.

It is manifestly impossible that the members of the present Provisional Government, having a regard to their conscientious convictions, and to the oaths which they have taken, can vindicate in Parliament the present arrangement of the Civil List; and were they to attempt such vindication, they would, by entirely losing that public confidence which they now enjoy, be deprived of the power of affording the Governor-general any assistance in the administration of the government. It is quite possible that calamities may result, both to the colony and the parent state, if a serious difference of opinion should again arise between the Imperial Government and the Canadian Legislature, but it will be satisfactory to reflect that a mode has been pointed out in this memorandum for averting these calamities.

The Civil List now proposed is greater than the people of Canada will approve of, and the members of the government will have to rely entirely upon an appreciation by the Legislative Assembly and the people at large, of the motives which could alone induce them to bring it forward.

The question is in the hands of Her Majesty's Government, and it is earnestly to be hoped that they may sanction the arrangement which has been suggested in this memorandum, and that they may authorize it to be carried into effect before any excited feelings on the subject shall have been manifested either in or out of Parliament.

## TO GOVERNOR-GENERAL, RESPECTING CIVIL LIST, &amp;c.

7

## PROPOSED SCHEDULE FOR THE CIVIL LIST.

	Proposed Appropriation.			Present Appropriation.			
	£.	s.	d.	£.	s.	d.	
1. Governor - - - -	7,000	-	-	7,000	-	-	1. The Governor-general is entitled by law to one-third of all seizures. The propriety of a reduction of this salary is suggested, although if on consideration Her Majesty's Government are of opinion that it is not excessive, it would not be an insuperable difficulty.
2. Lieutenant Governor - -	-	-	-	1,000	-	-	2. There is at present no such officer, and there appears no reason for swelling the Civil List by such a charge.
3. Secretary to the Governor and his office.	1,415	-	-	2,676	10	-	3. The principal saving under this head has been effected by striking out the charge of 1,620 <i>l.</i> for a civil secretary, and increasing the salary of the Governor's secretary from 324 <i>l.</i> to 750 <i>l.</i> , which appears to be a liberal compensation for his services; the salaries of private secretaries in England being 300 <i>l.</i> a year. It is to be observed, that orders have been given by the Secretary of State for the Colonies, that the salary of the civil and private secretaries should be paid in army sterling, or dollars at 4 <i>s.</i> 2 <i>d.</i> , although all other officers of the Government are paid in provincial sterling, of dollars at 4 <i>s.</i> 6 <i>d.</i>
Contingencies of the same -	500	-	-				
UPPER CANADA :							
4. Chief Justice - - - -	1,125	-	-	1,500	-	-	4. There is a very general opinion, that the difference between the salaries of the Chief Justice and Puisne Judges is much too great; and it is believed that 225 <i>l.</i> sterling, in addition to the salary of a Puisne Judge, will be quite sufficient for the Chief Justices, who may all be put on the same footing. The change should not affect the present incumbents.
4. Four Puisne Judges - - -	3,600	-	-	3,600	-	-	
5. Vice-Chancellor - - - -	1,000	-	-	1,125	-	-	5. It is proposed to reduce the salary of the Vice-Chancellor, on a change taking place, to 1,000 <i>l.</i> , which is a medium between the Chief Justices and the Puisne Judges, as at present.
LOWER CANADA :							
4. Chief Justice at Quebec - -	1,125	-	-	1,500	-	-	
4. Three Puisne Judges - - -	2,700	-	-	2,700	-	-	
4. Chief Justice at Montreal -	1,125	-	-	1,100	-	-	
4. Three Puisne Judges - - -	2,700	-	-	2,700	-	-	
6. Judge, Three Rivers - - -	600	-	-	900	-	-	6. The salary of the resident Judge at Three Rivers ought not to be so much as that of the Judges at Montreal and Quebec, and it is therefore proposed to reduce it, on a change taking place.
6. Judge, Saint Francis - - -	500	-	-	500	-	-	
7. Administration of Justice in Gaspé.	600	-	-	500	-	-	7. It may become expedient to make changes with regard to the administration of justice in Gaspé. It is therefore proposed to name a larger sum than at present for the service "Administration of Justice in Gaspé."
Pensions to Judges - - - -	2,000	-	-	2,000	-	-	3. The saving under this head will be effected by a reduction of salaries.
8. Attornies and Solicitors-general, and allowance for clerks.	3,850	-	-	4,620	-	-	
Court of Vice-Admiralty - - -	425	-	-	425	-	-	
Circuit allowance for Judges -	1,000	-	-				
9. Court of Appeals - - - -	3,000	-	-	-	-	-	9. This amount is a mere estimate. The salaries would be fixed in the Act establishing the Court.
10. Provincial Secretaries and their offices.	3,995	-	-	4,640	-	-	10. The saving on this head would be effected by such a reduction of salaries as would assimilate them more to what were paid previous to the establishment of the Civil List.
10. Registrar - - - -	887	10	-	1,025	-	-	
10. Receiver-general and his office -	1,697	10	-	1,937	10	-	
10. Inspector-general and his office -	2,275	-	-	2,598	-	-	
10. Board of Works - - - -	1,845	-	-	1,885	-	-	
Emigrant Agent - - - -	400	-	-	400	-	-	
Pensions - - - -	5,000	-	-	5,000	-	-	
11. Indian Annuities - - - -	6,000	-	-	-	-	-	11. It may be more expedient to pass a separate Act for securing the Indian annuities; but the amount has been included in the Schedule, to show the aggregate amount to be provided.
12. Executive Council - - - -	2,387	10	-	3,450	-	-	12. It is proposed to discontinue paying salaries to the Executive Council, who are all paid as Heads of Departments. The present salary of the chief clerk is not thought commensurate with his position, and is much less than what was paid formerly to the clerk of the Executive Council in Lower Canada. It might with propriety be raised.
	58,752	10	-				
There would be a margin of - -	1,247	10	-				
£.	60,000	-	-				



— No. 2. —

(No. 145.)

No. 2.  
Right Hon. Sir  
C. T. Metcalfe to  
Lord Stanley,  
11 Dec. 1843.

EXTRACT of a DESPATCH from the Right Hon. Sir *C. T. Metcalfe*, Bart. G. C. B. to Lord *Stanley*, dated Government House, Kingston, 11 December 1843.

I HAVE the honour to submit an Address from the Legislative Assembly of Canada to Her Majesty, relating to the Civil List.

TO the QUEEN's Most Excellent Majesty.

Most Gracious Sovereign,

WE, your Majesty's dutiful and loyal subjects, the Commons of Canada in Provincial Parliament assembled, actuated by a consideration of the heavy and increasing liabilities of the Province, the decrease of the revenue, and a just regard for economy, humbly beg leave to approach Your Majesty, and to lay at the foot of the Throne certain resolutions we have at the present Session deemed it our duty to adopt in reference to the expenses of Your Majesty's Civil Government in this Province, and other matters in connexion therewith.

We are humbly of opinion, that no appropriation of any monies levied upon Your Majesty's subjects in this Province ought to be made without the free consent of their representatives in the Legislative Assembly thereof.

That the appropriation by the Act of the Imperial Parliament, commonly called in this Province "The Union Act," of 75,000*l.* annually of the monies levied upon Your Majesty's subjects in Canada, towards defraying the administration of justice and support of Your Majesty's Civil Government therein; that is to say, the annual sum of 45,000*l.* permanently for salaries and pensions to the Judges, Attornies-general, and Solicitors-general, and other expenses of the judicial establishment; and 30,000*l.* annually during the reign of Your Majesty (whom God long preserve), and for five years next thereafter, to defray a Civil List, and certain expenses of the Civil Government, however expedient such appropriation by Act of the Imperial Legislature may have been, under the peculiar circumstances of the Canadas at the period when the Act was passed, now that those circumstances happily have passed away, which may have rendered it a measure of necessity, is unsatisfactory to Your Majesty's loyal subjects in this Province, inasmuch as it withdraws from the control of their representatives a large proportion of the public revenue raised upon them, and is of a tendency to create, foster, and perpetuate abuses in the misapplication of the public monies, and also is in contravention of the declaratory Act of Parliament of Great Britain in 1778, by which it is declared, that "the King and Parliament of Great Britain will not impose any duty, tax, or assessment whatever, payable in any of His Majesty's Colonies, Provinces, and Plantations in North America, or the West Indies, except only such duties as it may be expedient to impose for the regulation of commerce; the net produce of such duties to be always paid and applied to and for the use of the Colony, Province, or Plantation in which the same shall be respectively levied, in such manner as other duties collected by the authority of the respective general courts or general assemblies of such Colonies, Provinces, or Plantations, are ordinarily paid and applied."

That the repeal of the aforesaid appropriation would be conducive to the general contentment of Your Majesty's loyal subjects in this Province, and to the peace, welfare, and good government thereof, and tend to strengthen and perpetuate the bonds which happily unite it with the parent state.

That Your Majesty's faithful subjects, the Commons of Canada in Provincial Parliament assembled, not less mindful of their duty towards Your Majesty, our Most Gracious Sovereign, than of the trust reposed in them by Your Majesty's dutiful and loyal subjects in this Province, are of opinion that the necessary provision for the support of Your Majesty's civil government and administration of justice therein, in a manner suited to the honour and dignity of Your Majesty's Crown, ought to proceed solely from the free and voluntary vote of Your Majesty's faithful subjects, the Commons aforesaid, to whom also the right of controlling the outlay and application of all monies levied in the Province, and of defining and fixing the Civil List thereof, and of setting limits to the same, constitutionally belongs.

That the existing salaries, those of the Judges excepted, upon the Civil List of the Province, and generally the expenses of the Civil Government, in all departments thereof, are exorbitant, and ought to be reduced, on a scale corresponding to the resources and liabilities of the Province.

That

## TO GOVERNOR-GENERAL, RESPECTING CIVIL LIST, &amp;c. 9

That Your Majesty's faithful subjects, the Commons of Canada, are prepared, and will, when thereunto called upon by Your Majesty, make, in conformity with the well understood wishes of Your Majesty's dutiful and loyal Canadian subjects, a constitutional and permanent provision for the salaries to the Judges in this Province, and for suitable retiring pensions to such of them as from age, infirmity, or accident shall become incapacitated for duty, and generally for such other permanent salaries and charges as are indispensable to the due administration of justice therein, as well as a provision during Your Majesty's reign (which God prolong) for a Civil List, agreeably with the usages of the Imperial Parliament in the like case; it being provided in the enactments to be passed on the subject, that the same shall only go into effect when the aforesaid appropriation of 75,000*l.* sterling annually by "the Union Act" shall have been repealed by the said Imperial Parliament; and the public monies levied upon Your Majesty's subjects in this Province have been replaced at the free disposal of their representatives.

That the office of Chief or Civil Secretary, to which is annexed a salary of 1,620*l.* sterling, exceeding considerably any of those appertaining to the highest and most important offices in the Province, including those of the Chief Justice in Lower Canada, the Chief Justice of Upper Canada, and the Vice-chancellor thereof, respectively, and next to that, of Your Majesty's representative in this Province, the Governor-general thereof, is an unnecessary and burdensome charge on the Civil List of the Province, and ought, in the opinion of Your Majesty's faithful Commons, to be forthwith abolished, and the duties thereof transferred to the Provincial Secretary responsible to Your Majesty's faithful Commons, as a member of Your Majesty's Executive Council in this Province, and in that quality a responsible adviser of his Excellency, Your Majesty's representative, the Governor-general aforesaid.

All which Your Majesty's faithful Commons humbly beseech Your Majesty graciously to receive.

Legislative Assembly Hall,  
Wednesday, 6 December 1843.

(signed) *Austin Cuvillier*, Speaker.

## SEIGNIORIAL TENURE.

COPY of the REPORT presented by the COMMISSIONERS appointed, pursuant to an Address, of the 7th day of September 1841, of the House of Assembly of the Province of *Canada*, to inquire relative to the SEIGNIORIAL TENURE existing in *Lower Canada*.

## — No. 1. —

EXTRACT from the Journals of the Legislative Assembly of *Canada*, of the 28th June 1841.

*Resolved*,—THAT the House will, on Wednesday week, resolve itself into a committee of the whole House, to take into consideration the laws of that part of the Province heretofore known as Lower Canada, touching the tenure of lands, and commonly known as "Feudal Tenure," and to consider the expediency of altering and amending the same; and the best and most equitable mode of effecting the alterations that may be deemed necessary.

No. 1.  
Committee of whole on Wednesday week, to take into consideration the Laws relating to "Feudal Tenure."

## — No. 2. —

EXTRACT from the Journals of the Legislative Assembly of *Canada*, of the 28th July 1841.

THE order of the day for the House in Committee to take into consideration the laws of that part of the Province heretofore known as Lower Canada, touching the tenure of lands, and commonly known as "Feudal Tenure," and to consider

No. 2.  
House goes into Committee of whole on "Feudal Tenure."



## 10 ADDRESS OF THE HOUSE OF ASSEMBLY OF CANADA

the expediency of altering and amending the same, and the best and most equitable mode of effecting the alterations that may be deemed necessary, being read,

The House accordingly resolved itself into the said Committee.

Mr. Woods took the chair of the Committee, and after some time spent therein,

Mr. Speaker resumed the chair.

Several resolutions reported.

And Mr. Woods reported, that the Committee had come to several resolutions, which resolutions were again read at the clerk's table as followeth :

Resolutions on "Seigniorial Tenure."

1st. *Resolved*,—That from the increasing improvements of the country, and from the abuses which have grown out of the operation of the tenure of lands now existing in that part of the Province heretofore called Lower Canada, commonly known as the "Seigniorial Tenure," the said tenure has become less adapted to the wants, prosperity, and advancement of the Province, and, in many instances, burthensome and oppressive to the people.

2d. *Resolved*,—That the different legislative enactments passed in the Parliament of the United Kingdom touching and concerning the said tenure, have not attained the end sought for by their framers ; and that it is expedient to adopt other efficient and equitable means for relieving the people from the above difficulties, and of gradually substituting for the seigniorial system, a free tenure more consonant to their condition, interests, and wishes.

3d. *Resolved*,—That in the changes to be made in the laws of tenure, due regard should be had to the vested rights of all parties concerned, and provision made for ascertaining the same, with a view to an equitable adjustment.

*Ordered*,—That the question of concurrence be now separately put upon each of the said Resolutions.

And the first and second of the said Resolutions being again severally read, and the question of concurrence being separately put thereon, the house divided on each, and the names being called for, they were taken down, as followeth :

## Yeas.—45.

House divides on First and Second Resolutions.

Armstrong.  
Baldwin.  
Borne.  
Boutillier.  
Buchanan.  
Cameron.  
Chesley.  
Christie.  
Cook.  
Day, Hon. C. D.  
Delisle.  
Derbishire.  
Draper, Hon. W. H.  
Dunscumb.  
Durand.  
Foster.  
Hincks.  
Holmes.  
Johnston.  
Killaly, Hon. H. H.  
M'Donald (Glen).  
Moffatt, Hon. G.  
Moore.

Morin.  
Morris.  
Parent.  
Parke.  
Powell.  
Price.  
Quesnel.  
Raymond.  
Robertson.  
Simpson.  
Small.  
Smith (Fron).  
Sherwood.  
Steele.  
Taché.  
Thompson.  
Thorburn.  
Turcotte.  
Watts.  
Williams.  
Woods.  
Yule.

## Noes.—3.

Berthelote.  
Neilson.

Viger, Hon. D. B.

Resolutions, First and Second, carried.

So they were carried in the affirmative.

The

## TO GOVERNOR-GENERAL, RESPECTING CIVIL LIST, &amp;c. 11

The third and last of the said resolutions being again read, and the question of concurrence being put thereon, it was agreed to unanimously, and

Third Resolution carried.

*Resolved*,—That this House doth concur with the Committee in the said Resolutions.

Mr. Dunscomb moved, seconded by Mr. Morin,—

That the said Resolutions be referred to a Committee of seven Members, to inquire into the best means of investigating the subject with a view to its final adjustment, and to report thereon from time to time by Bill or otherwise, with power to send for persons, papers, and records.

Resolutions referred to Committee of seven.

The Honourable Mr. Viger moved in amendment, seconded by Mr. Berthelot, that the words "by Bill or otherwise," be struck out of the said motion.

The question having been put upon the motion of amendment, a division ensued, and it passed in the negative.

The question being then put upon the main motion, a division also ensued, and it was carried in the affirmative.

*Resolved*,—Accordingly.

Mr. Dunscomb moved, seconded by Mr. Armstrong,—

That the following members do compose the said committee, Mr. Morin, Mr. Noel, Mr. Raymond, Mr. Taschereau, Mr. Armstrong, and the Hon. Mr. Moffatt; and that the 77th rule of this House be dispensed with, in so far as relates to the appointment of this committee.

The question having been put upon the said motion, a division ensued, and it was carried in the affirmative.

*Ordered*,—Accordingly.

## — No. 3. —

EXTRACT from the Journals of the Legislative Assembly of the Province of Canada; 7th of September 1841.

No. 3.  
Extract from  
Journals of Legis-  
lative Assembly,  
7 Sept. 1841.

MR. BURNET, from the committee of the whole House on the Report of the select committee, to which were referred the resolutions of this House of the 28th of July last, relative to the laws of that part of the Province heretofore known as Lower Canada, touching the tenure of lands, and commonly known as "Feudal Tenure," reported, according to order, the resolution of the said committee, which resolution was again read at the clerk's table, and is as followeth:—

Chairman of Com-  
mittee of whole, on  
Report on Feudal  
Tenure, reports  
Resolution.

*Resolved*,—That an humble address be presented to his Excellency the Governor-general, representing that this House, being desirous of improving the condition and promoting the welfare of the people, by removing in a manner consistent with justice to all parties concerned, the difficulties and inconveniences which have resulted and may hereafter result, from the tenure of lands commonly called the "Seigniorial Tenure," as it obtains in that part of the Province heretofore called Lower Canada, and being of opinion that, to facilitate legislation on this important subject, an inquiry ought to be had into the state of the law, and other circumstances connected with the said tenure, and its operation generally, into the relative position of the seigniors and the censitaires, and into the means of establishing a general and uniform system of commutation, on a fair and equitable basis, do humbly pray his Excellency to be pleased to appoint a commission for the purpose of prosecuting the said inquiry, and assuring his Excellency that whatever expense may be incurred for the accomplishment of that purpose, will be made good by this House; also humbly representing to his Excellency, that the end in view, in the opinion of this House, would be best attained if a fit and proper person residing in that part of this Province formerly known as Lower Canada, and well versed in the law and practice of the said tenure, and being a practitioner at the bar, or a notary of long standing, were appointed to inquire into the feudal and seigniorial tenure, and two other commissioners, having been long resi-

Resolution for  
Address to his  
Excellency on the  
Feudal Tenure.

Resolution for  
Address to his  
Excellency on the  
Feudal Tenure.



dent in the said part of this Province, were appointed to be commissioners jointly with the commissioner above mentioned, and if the said chief commissioner were instructed to make the necessary examination and search into all public records and notarial acts, from the time of the settlement of the country, and to establish for several distinct periods the true conditions on which grants of land on seigniory have been made by the Crown, and on which lands have been conceded *en arrière fief* or *en censive et roture*, and to collect all other requisite information connected with the said subjects ; to inquire into the laws which have from time to time governed, and now govern the said tenures ; to inquire generally into the present working of the system, by proper investigation in every section of Lower Canada, in a number of seigniories, indifferently chosen by a majority of the said commissioners, for the purpose of ascertaining as far as possible the present rents, dues, reservations and charges of any kind ; the probable quantity of unconceded seigniorial lands in the Province, and their quality and value ; and also the quantity of lands conceded but not improved ; the value of seigniorial mills in the Province, and the annual average value of *lods et ventes* paid or accruing thereon, and of obtaining such further information as may tend to throw light on the subject ; to consult the seigniories and censitaires respectively upon the most proper and equitable means of effecting, by law, a commutation of the Feudal and Seigniorial Tenures (such commutation being founded upon a due regard to the rights and interests of all parties), and also upon the most proper means of effecting an arbitration in cases where it may be required ; and if, upon consideration of such information and statements obtained by him and the other commissioners, the said commissioners should report their proceedings and opinions to his Excellency, in order that the same might be submitted, with the original minutes of all proceedings, to the Provincial Legislature.

Motion to concur  
in Resolution.

Mr. Dunscomb moved, seconded by Mr. Watts,—  
That this House doth concur with the committee in the said resolution.

The question having been put upon the said motion, a division ensued, and the names being called for, they were taken down as followeth :

Yeas.—32.

Baldwin.	M'Nab, Sir A. N.
Buchanan.	M'Lean.
Cameron.	Merritt.
Cartwright.	Morris.
Chesley.	Parent.
Daly, Hon. D.	Price.
Day, Hon. C. D.	Roblin.
Derbshire.	Smith, (Front.)
De Salaberry.	Smith, (Went.)
Dunn, Hon. J. H.	Steele.
Dunscomb.	Taché.
Durand.	Thompson.
Foster.	Viger, Hon. D. B.
Hincks.	Watts.
Holmes.	Williams.
Hopkins.	Yule.

Noes.—5.

Barthe.	Neilson.
Cook.	Christie.
Kimber.	

So it was carried in the affirmative, and,  
*Resolved*,—Accordingly.

*Ordered*,—That the said address be presented to his Excellency by such members of this House as are of the Honourable the Executive Council of this Province.

## TO GOVERNOR-GENERAL, RESPECTING CIVIL LIST, &amp;c. 11

## — No. 4. —

EXTRACT from the Journals of the Legislative Assembly of the Province of  
Canada; 11th of September 1841.

THE Honourable D. Daly, one of Her Majesty's Executive Council, delivered to Mr. Speaker a message from his Excellency the Governor-general, signed by his Excellency.

And the said message was read by Mr. Speaker, all the Members of the House being uncovered, and is as followeth:—

“ Sydenham.

“ In reply to their address of the 7th instant, the Governor-general informs the House of Assembly that he will take the necessary steps for complying with their wishes, as therein expressed, in regard to the appointment of a commission to inquire into and report upon the tenure of lands, commonly called the Seigniorial Tenure, as it obtains in that part of the province heretofore called Lower Canada.

“ Kingston, 11 September 1841.”

No. 4.  
Extract from  
Journals of Legis-  
lative Assembly,  
11 Sept. 1841.

Message from his  
Excellency.

Message from his  
Excellency re-  
specting Commis-  
sion on Feudal  
Tenure.

## — No. 5. —

EXTRACT from the Journals of the Legislative Assembly of the Province of  
Canada; 3d of October 1842.

THE Honourable D. Daly laid before the Board, by command of his Excellency the Governor-general, copy of a preliminary Report made to him by the Commissioners of Seigniorial Tenure Inquiry:—

“ To his Excellency the Right honourable Sir Charles Bagot, G.C.B., one of Her Majesty's most Honourable Privy Council, Captain-general and Governor-in-chief of Her Majesty's Provinces of Canada, New Brunswick, and Nova Scotia, and of the Island of Prince Edward, and Governor-general of all Her Majesty's Provinces on the Continent of North America and the Island of Prince Edward, &c. &c. &c.

“ May it please your Excellency,

“ Having been honoured by your Excellency with the joint commission to inquire into the Feudal and Seigniorial Tenure of lands in that part of the Province called Lower Canada, appointed by you in pursuance of an Address of the Honourable the House of Assembly, of the 7th September 1841, we have the honour of reporting that we proceeded, on the 7th July last, to continue the labours of the former Board of Commissioners, and to discharge, as far as we might be enabled to do so, the important trusts reposed in us.

“ Since that period our Board has been constantly in session, and we have unceasingly employed such powers and opportunities as lay within our reach to obtain the information deemed by the Honourable House of Assembly necessary as a basis of legislation, and to accomplish the objects of the present investigation.

“ We respectfully invite your Excellency's attention to the variety of matters submitted for our inquiry by our Commission, which is founded on the said Address

“ By that Commission we are commanded—

“ 1. To make the necessary examination, and search into all public records and notarial acts, from the time of the settlement of the country, and to establish for several distinct periods the true conditions on which grants of land in seigniority have been made by the Crown, and on which lands have been conceded *en arrière fief*, or *en censive et roture*, and to collect all other requisite information connected with the said subjects.

“ 2. To inquire into the laws which have from time to time governed and now govern the said tenures.

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“ 3. To

No. 5.  
Extract from  
Journals of Legis-  
lative Assembly,  
3 October 1842.



## 14 ADDRESS OF THE HOUSE OF ASSEMBLY OF CANADA

" 3. To inquire generally into the present working of the system, by proper investigations in every section of Lower Canada, in a number of seigniories indifferently chosen, for the purpose of ascertaining, as far as possible, the present rents, dues, reservations, and charges of any kind; the probable quantity of unconceded seigniorial lands in the Province, and their quality and value, and also the quantity of lands conceded, but not improved; the value of seigniorial mills in the Province, and the annual average value of *lods et ventes* paid or accruing thereon; and of obtaining such further information as may tend to throw light on the subject.

" 4. To consult the seigniors and censitaires respectively, upon the most proper and equitable means of effecting, by law, a commutation of the feudal and seigniorial tenure (such commutation being founded upon a due regard to the rights and interests of all parties), and also upon the most proper means of effecting an arbitration in cases where it may be required.

" To show how far the purposes of the Commission may be served or advanced by us, we beg leave to follow the order of classification above stated.

" As regards the first section, we have humbly to represent that the powers conceded to us by the Commission have enabled us to secure valuable evidence derivable from the public records existing in the Secretarial Department, and in the custody of judicial officers, in which last category are the original documents of notaries deceased and absent; but we have the honour of declaring that we have no authority to compel the attendance of persons, or to force the production of instruments in the hands of notaries actually exercising their professional functions, a voluntary production of which by them would be an unauthorized breach of duty towards individuals.

" On this head, therefore, we have to say, that we are in possession of information requisite to form an opinion touching the conditions upon which grants of land in seigniority have been made by the Crown; but we regret to say that, from our limited powers, we cannot exhaust the subjects of the rates and conditions of concession *en censive*, of the relations of seignior and censitaire, and of those arising out of sub-infeudation.

" We, consider that our arriving at something proximate to the real state of the matter, would not provide the means of revising any judgment to which we might now be led, by what may be deemed defective examination.

" Having had more clearly within our control and consideration the topics secondly enumerated, we have the honour of stating, for your Excellency's information, that as an isolated portion of the matter referred to us, we might, with a due allowance of time for discussion, prepare ourselves to make a final report on the conclusion we may come to on that leading principle in our inquiry.

" On the third of the heads into which we have divided the subjects proposed for our investigation, we have to remark, that unless we are clothed with some sufficient compulsory power and authority to discover the truth, and arrive at accuracy of detail, we cannot indulge the least hope of being able to lay before your Excellency that degree of purely statistical information which it would seem to have been the wish of the Honourable the House of Assembly to be furnished with. Although a willingness has been expressed by the parties interested in the question to afford us that statistical information, which can be procured only through their means or by their instrumentality, and although by inviting personal conference, and soliciting written statements, we have used our utmost endeavours to prevail on those parties to place us in possession of the objects of our researches, we have to regret that our efforts have been so far unavailing as to leave our knowledge on this extensive branch of the subject extremely imperfect, and in an unfit state to be transmitted to your Excellency.

" It remains for us respectfully to observe to your Excellency, with regard to the fourth division of the subject, that both by oral intercourse and in written communications, a great number of schemes have been proposed, as well by seigniors as by censitaires, for effecting by law a commutation of the feudal and seigniorial tenure; yet there is in these plans a variety so perplexing and difficult to reconcile or compromise, that, apart from the other labours of our Commission, we have not had sufficient leisure to decide which may be the most eligible or most conformable to the views entertained by the Honourable the House of Assembly, of establishing a mode of commutation by equitable means, and founded upon a due regard to the rights and interests of all parties.

" It

## TO GOVERNOR-GENERAL, RESPECTING CIVIL LIST, &amp;c. 15

"It becomes necessary also to represent to your Excellency, with respect to many of those schemes of commutation, prepared with great care and consideration, that they are dependent for their value and soundness upon accurate statistical information and details, the attainment of which, however, for the want of compulsory powers and authority, we must confess we deem a fruitless task.

"All which is respectfully submitted, by your Excellency's

"Most obedient humble servants,

(signed)

"*A. Buchanan.*

"*J. A. Taschereau.*

"*James Smith.*"

## CANADA TENURES ACT.

EXTRACTS of any CORRESPONDENCE of the Governor-General of *Canada* and the Colonial-Office, respecting the Repeal of the Act of the Imperial Parliament, intituled, "*THE CANADA TENURES ACT*," since the Year 1837.

No correspondence has taken place between the Governor-General of Canada and the Colonial-Office, respecting the repeal of the Canada Tenures Act since the year 1837.

## COPYRIGHT ACT.

EXTRACTS of CORRESPONDENCE relative to the Effect of the BRITISH COPYRIGHT ACT, and the Policy of excluding from the Province American Reprints of British Publications.

— No. 1. —

(No. 128.)

COPY of a DESPATCH from the Right Hon. Sir *C. T. Metcalfe*, Bart. G.C.B. to Lord *Stanley*.

My Lord,

Government House, Kingston,  
18 November 1843.

I HAVE the honour to submit an Address to Her Majesty from the Legislative Assembly of this Province, relating to the importation of foreign, and especially of French, works into this Province; which I beg leave to recommend to your Lordship's favourable consideration.

I have, &c.  
(signed) *C. T. Metcalfe.*

TO the QUEEN'S Most Excellent Majesty.

Most Gracious Sovereign,

WE, Your Majesty's dutiful and loyal subjects, the Legislative Assembly of Canada in Provincial Parliament assembled, humbly beg leave to represent,

That the advancement of useful knowledge is of such primary importance as to merit the attention of every government, but more especially of any government conducted on the principles of the British Constitution:

That to promote this invaluable object, one of the most efficacious means is to facilitate the introduction of the best works of useful information at the least possible expense:

That, without now calling in question the wisdom of those regulations by which the importation of reprints of copyright works published in the United Kingdom is prohibited,

No. 1.  
Right Hon. Sir  
*C. T. Metcalfe* to  
Lord Stanley,  
18 Nov. 1843.



it cannot, in our opinion, be wise or consistent with sound policy to discourage the importation of works promoting useful information, originally written and published in foreign countries:

That, in consequence of the peculiar situation and peculiar circumstances of this country, a very large portion of the inhabitants speak the French language, and that, for this reason, the standard works required by them in the three great departments of religion, literature, and law, are French, and must be obtained from France.

We therefore humbly pray that Your Majesty will be pleased to adopt such measures as may in Your wisdom be deemed expedient to remove the discouragement arising from the duties imposed by the Imperial Act on works of the class above mentioned, and calculated to promote the dissemination of important knowledge; and we beg to assure Your Majesty of our conviction that in complying with this prayer, Your Majesty will increase the happiness and prosperity of Your Majesty's subjects in this province.

Legislative Assembly Hall, Kingston,  
10 November 1843.

(signed) *Austin Cuvillier*,  
Speaker.

— No. 2. —

(No. 143.)

No. 2.  
Lord Stanley to  
Right Hon. Sir C.  
T. Metcalfe, 21  
Dec. 1843.

COPY of a DESPATCH from Lord *Stanley* to the Right Hon. Sir *C. T. Metcalfe*,  
Bart. G.C.B.

Sir,

Downing-street, 21 December 1843.

I HAVE laid before The Queen the Address to Her Majesty from the Legislative Assembly of Canada in Provincial Parliament assembled, dated the 10th November 1843, praying "that Her Majesty will be pleased to adopt such measures as may in Her wisdom be deemed expedient to remove the discouragement arising from the duties imposed by the Imperial Act on works of the class above mentioned\*, and calculated to promote the dissemination of important knowledge."

The Queen's solicitude for the general welfare of Her Majesty's Canadian subjects, and especially for the diffusion of useful knowledge among all classes of the inhabitants of the Province, would have recommended this subject to the Queen's most careful attention, even had it not been brought under Her notice with all the authority derived from the opinion and wishes of the House of Assembly. But Her Majesty finds that the Imperial import duty leviable in Canada on foreign books originally printed and published in foreign countries, is the same as on all other manufactures of paper; that is, seven per cent. *ad valorem*, a duty imposed in the fifth & sixth year of Her Majesty's reign, in substitution for a previous duty of 30 per cent. *ad valorem*. If any evidence has been collected by the Assembly to show that this low rate of duty materially impedes the introduction into the province of original French works from France, the Queen, on being placed in possession of that evidence, will lose no time in considering how the evil may be best corrected. But in the absence of any such information, Her Majesty being unapprised of the extent or of the sources of the mischief, is not able to judge by what means it may be most effectually and properly remedied.

I have, &c.  
(signed) *Stanley*.

\* French works on religion, literature, and law.





CANADA.

COPIES of ADDRESS of the House of Assembly  
to the Governor-General respecting the Civil  
LIST; of REPORT of SEIGNIORIAL TENURES;  
&c.

(*Mr. Leader.*)

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*Ordered, by The House of Commons, to be Printed,*  
*1 April 1844.*

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164.

*Under 302.*

## C A N A D A.

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COPY of BILL to Incorporate the CHURCH SOCIETIES of the United Church of *England and Ireland*, in the Dioceses of *Quebec and Toronto*.—(Passed 1 December 1843.)

(*Presented pursuant to Act 3 & 4 Vict. c. 35.*)

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*Ordered, by The House of Commons, to be Printed, 1 April 1844.*

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AN ACT to Incorporate the Church Societies of the United Church of *England and Ireland*, in the Dioceses of *Quebec and Toronto*.

WHEREAS it has been represented to the Legislature of this province, that certain persons hereinafter named, and divers others, inhabitants of Lower Canada, and also certain other persons hereinafter named, and divers others, inhabitants of Upper Canada, have respectively established themselves together under a constitution, rules, and regulations, and have contributed or engaged to contribute considerable sums of money, and have given or granted, or promised to give or grant, lands or real estate for the following objects; that is to say, First, for the encouragement and support of missionaries and clergymen of the united Church of England and Ireland severally within the dioceses of Quebec and Toronto, and for creating a fund towards the augmentation of the stipends of poor clergymen, and towards making a provision for those who may be incapacitated by age or infirmity, and for the widows and orphans of the clergy of the said Church respectively, in the said dioceses: Secondly, for the encouragement of education, and the support of day schools and Sunday schools in the said dioceses respectively, in conformity with the principles of the said Church: Thirdly, for granting assistance, where it may be necessary, to those who may be preparing for the ministry of the Gospel in the said church within the said dioceses respectively: Fourthly, for circulating within the said dioceses respectively, the Holy Scriptures, the Book of Common Prayer of the said Church, and such other books and tracts as shall be approved by the several central boards or managing committees of the said associations: Fifthly, for obtaining and granting aid towards the erection, endowment, and maintenance of churches, according to the establishment of the said Church in the said dioceses respectively, the creation and maintenance of parsonage houses, the setting apart of burial grounds and churchyards, the endowment and support of parsonages and rectories according to the said establishment, and the management of all matters relating to such endowments. And whereas it would tend greatly to facilitate and promote the purposes of the said associations that they should be severally incorporated and empowered to hold property in mortmain without letters of licence, and to manage, administer, alienate, or dispose of the same for the uses and purposes aforesaid; and to make and enforce rules and regulations respectively for the government of the said associations severally, and for the better attaining the purposes aforesaid; be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, that the Lord Bishop of the said diocese of Quebec, the Lord Bishop of Montreal, or the Bishop administering the said diocese for the time being, and William Smith, Andrew W. Cochran, Henry Jessopp, Henry J. Noad, John Racey, James H. Kerr, David Burnet, W. H. Leaycraft, John M. Fraser, the Reverend C. L. F. Haensel, George Hall, James Bolton, the Reverend George Mackie, the Reverend Edward Cusach, Robert Symes, the Reverend Edmund W. Sewell, William Price, Noah Freer,



Edward Bowen, John G. Irvine, Hammond Gowen, Sir James Stuart, Baronet, Matthew Bell, William Phillips, Henry Le Mesurier, junior, Edward L. Montizambert, Thomas Triggs, Peter Patterson, George B. Hall, James Turnbull, William Stevenson, James B. Forsyth, Alexander D. Bell, James Dyke, William Bowes, R. M. Harrison, H. S. Dalkin, Edward Boxer, Archibald Campbell, Charles Secretan, James Mackenzie, E. P. Woolrich, George H. Parke, Samuel M'Caulay, James J. Lowndes, G. Newton, Charles Secretan, Thomas Glover, Robert Daikers, H. W. Welch, and such other persons as are now members of the said association of the diocese of Quebec, according to the existing constitution, rules and regulations thereof, and their successors to be elected in the manner hereinafter provided, and such other persons as shall from time to time hereafter be elected to be members of the said association in the manner hereinafter provided, shall be and are hereby declared to be a body corporate and politic, in name and in deed, by the name of "The Church Society of the Diocese of Quebec," and that the Lord Bishop of Toronto, the Reverend George O'Kill Stuart, Robert Simpson Jameson, Levius Peter Sherwood, James B. Macaulay, Jonas Jones, Christopher Alexander Hagerman, Peter Boyle De Blaquiére, William Henry Draper, John Simcoe Macaulay, James Gordon, John Boulton, John Solomon Cartwright, D'Arcy Boulton, Mahlon Burwell, John B. Askin, Thomas Mercer Jones, Frederick Widder, William B. Jarvis, Henry Ruttan, Joseph Wells, Walter Boswell, Zaccheus Burnham, T. A. Stewart, William Dickson, James Kerby, William Allan, George Crookshank, R. C. Wilkins, Philip Vankoughnet, Gerrard Lloyd, John Macaulay, Sir Allan Napier Macnab, Guy C. Wood, George Salmon, Henry Sherwood, and such other persons as are now members of the said association of the diocese of Toronto, according to the existing constitution, rules and regulations thereof, and their successors to be elected in the manner hereinafter provided, and such other persons as shall from time to time hereafter be elected to be members of the said association in the manner hereinafter provided, shall be and are hereby declared to be a body corporate and politic, in name and in deed, by the name of "The Church Society of the Diocese of Toronto," and that by the same names the said associations shall have each perpetual succession and a common seal, with power to change, alter, break, or make new the same, as often as they shall judge expedient, and that they and their successors by the same names respectively may sue and be sued, implead and be impleaded, answer and be answered unto in any Court of Record, or other place of Judicature within this province; and that they and their successors, by the name aforesaid, shall be able and capable in law, respectively, to purchase, take, have, hold, receive, enjoy, possess, and retain without licence in mortmain or *Lettres d'Amortissement*, all messuages, lands, tenements, and immoveable property, money, goods, chattels, and moveable property, which have been or hereafter shall be paid, given, granted, purchased, appropriated, devised or bequeathed in any manner or way whatsoever to, for, and in favour of the said church societies respectively, to and for the uses and purposes aforesaid, or any of them, and to do, perform and execute all and every lawful act and thing useful and necessary for the purposes aforesaid, in as full and ample a manner to all intents, constructions and purposes as any other body politic or corporate by law may or ought to do.

And be it enacted, that all lands, messuages, tenements, hereditaments, or immoveable property, and all rents, sum and sums of money, charged upon and issuing or payable out of any lands, messuages, tenements, hereditaments, or immoveable property as aforesaid, and all sums of money, goods, chattels, effects, or moveable property which have been or shall hereafter be paid, given, granted, purchased, appropriated, devised or bequeathed in any manner or way whatsoever to, for or in favour of the said corporations respectively, to and for the uses and purposes aforesaid, shall be and the same are hereby vested in the said corporations respectively, to and for the uses and purposes aforesaid, in such manner and form, and subject to such bye-laws, rules and regulations as may be made and passed by the said corporations respectively, concerning the same, in the manner hereinafter provided; and that the said corporations or the central boards thereof, or such other executive or managing committees thereof as shall from time to time be appointed and authorised for this purpose by the bye-laws, rules and regulations, which may be made and passed in the manner hereinafter mentioned, for the government of the said corporations, shall respectively have power and authority to alienate or exchange, and to demise, let, and lease for any term of years, such messuages, lands, tenements, hereditaments and immoveable property as shall be so

as

## IN THE DIOCESES OF QUEBEC AND TORONTO.

3

as aforesaid given, granted, purchased, appropriated, devised, or bequeathed to the said corporations respectively, for all or any of the purposes aforesaid, and to have, receive and take the purchase-money, consideration or price, rents, issues, or profits thereof; provided always, that the said corporations or central boards thereof, or such other executive or managing committees as aforesaid, shall respectively have, receive, take and hold such purchase-money, consideration or price, rents, issues, or profits for the uses and purposes hereinbefore mentioned and set forth, or some or one of them, and for none other.

And be it enacted, that the said corporations and their successors shall and may respectively, from time to time, hold assemblies and meetings of the said corporations, which shall be called together in such manner and at such times and places as shall be directed and appointed by the bye-laws, rules, and regulations of the same, to transact the business of the said corporations; and shall and may at any such meeting elect such persons to be members of the said corporations respectively, as they or the major part of them then present shall think fit: provided always, that no act done in any such assembly or meeting of the said corporations shall be valid or effectual unless six persons of such corporation at the least shall be present, and the major part of them consenting thereto.

And be it enacted, that the said corporations, or the major part of those who shall be present at any of the meetings of the said corporations, to be held in manner aforesaid, shall and may respectively make and ordain any constitution, bye-laws, rules, and regulations whatsoever, which to them, or the major part of them then present, not being fewer in number than six, as aforesaid, shall seem meet, reasonable, or requisite, touching and concerning the well ordering and governing of the affairs and business of the said corporations; and the due administering and improving the property thereof, and the more effectually promoting the purposes thereof, as aforesaid; and such constitution, bye-laws, rules, and regulations in like manner from time to time to abrogate, repeal, change or alter, as may be found expedient, which constitution, bye-laws, rules, and regulations shall be binding upon, and shall be observed, performed, and kept by the members of the said corporations respectively: provided always, that the same shall not be repugnant or contrary to the aforesaid purposes of such corporations, or to the laws in force in this province.

Provided always, nevertheless, and be it enacted, that no such constitution, bye-law, rule, or regulation of either of the said church societies of the dioceses of Quebec and Toronto, nor any abrogation, repeal, change, or alteration of the same, shall be of any force or effect until it shall have been sanctioned and confirmed by the Bishop of or administering such diocese for the time being, by writing under his hand.

And be it enacted, that nothing herein contained shall effect, or be construed to effect, in any manner or way the rights of Her Majesty, her heirs or successors, or of any person or persons, or of any body politic or corporate, such only excepted as are hereinbefore mentioned and provided for.

And be it enacted, that this Act shall be deemed a public Act, and shall be judicially taken notice of as such by all judges, justices of the peace, and other persons whatsoever, without being specially pleaded.

Passed by the Legislative Assembly, Thursday 30th November 1843.

(signed) *W. B. Lindsay,*  
Clerk of Assembly.

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Legislative Assembly, Thursday, 30th November 1843.

*Ordered,* That Mr. Hale do carry this Bill to the Legislative Council, and desire their concurrence.

(Attest.)

(signed) *W. B. Lindsay,*  
Clerk of Assembly.

Passed by the Legislative Council Friday the 1st December 1843.

(Attest.)

(signed) *Charles De Léry,*  
Deputy Clerk of Legislative Council.



4 BILL TO INCORPORATE CHURCH SOCIETIES :—QUEBEC, &c.

I reserve this Bill for the signification of Her Majesty's pleasure.

(signed) C. T. Metcalfe.

I do hereby certify the above to be a true copy of a Bill passed by the Legislative Council and Legislative Assembly of the Province of Canada in the third session of the first Provincial Parliament, and reserved for the signification of Her Majesty's pleasure, by his Excellency the Governor-general, on Saturday the 9th day of December 1843.

(signed) James FitzGibbon,  
Clerk of Legislative Council.

CANADA.

COPY of BILL to Incorporate the CHURCH  
SOCIETIES of the United Church of *England*  
and *Ireland*, in the Dioceses of *Quebec* and  
*Toronto*.

(Printed pursuant to Act 3 & 4 Vict. c. 35.)

Ordered, by The House of Commons, to be Printed,  
1 April 1844.

165.

Under 1 oz.

C A N A D A.

RETURN to an ORDER of the Honourable The House of Commons,  
dated 27 February 1844;—for,

RETURN of the CHARGES incurred on account of the *Canadas*, in respect of the ARMY, NAVY,  
ORDNANCE, and COMMISSARIAT, in each of the Years 1835 to 1843, inclusive; and the  
Amounts granted by Parliament from the Year 1837 to the Year 1843, inclusive, in consequence  
of the INSURRECTION in CANADA.

Ordered, by The House of Commons, to be Printed, 21 May 1844.

RETURN of the CHARGES incurred on account of the *Canadas*, in respect of the ARMY, NAVY,  
ORDNANCE, and COMMISSARIAT, in each of the Years 1835 to 1843, inclusive; &c.

Years ending 31 March.	ARMY. <i>See below,</i> No. 1.	NAVY. <i>See p. 2,</i> No. 2.	ORDNANCE. <i>See p. 3,</i> No. 3.	COMMISSARIAT SERVICES, and other Payments from the Commissariat Chest. <i>Vide pp. 2, 3,</i> No. 4.	TOTAL.
	£.	£.	£.	£.	£.
1836 - -	74,474	2,591	53,711	35,058	165,834
1837 - -	107,175	1,051	52,035	28,787	189,048
1838 - -	146,305	578	70,750	292,615	510,248
1839 - -	465,231	23,350	276,995	863,494	1,629,070
1840 - -	510,351	49,101	228,454	525,978	1,313,884
1841 - -	492,966	44,577	147,069	214,386	898,998
1842 - -	481,189	46,999	157,793	199,017	884,998
1843 - -	435,183	54,515	134,097	182,212	806,007

Special Grants of Parliament in consequence of the Insurrection in *Canada*, the Expenditure  
of which is included in Return, pp. 2, 3.

	£.
1838 - - - - -	500,000
1839 - - - - -	1,000,000
1840 - - - - -	354,746
1841 - - - - -	108,000
1842 - - - - -	108,000
1843 - - - - -	25,300
	£. 2,096,046

Whitehall, Treasury Chambers, }  
18 May 1844.

(signed) G. Clerk.

1.—A R M Y.

RETURN of the EXPENDITURE on Account of ORDINARY ARMY SERVICES in *Canada*, for the  
Years from 1st April 1835 to 31st March 1843 respectively.

PERIOD.	AMOUNT.
	£.
Year ended 31 March 1836 - - - - -	74,474
— 31 March 1837 - - - - -	107,175
— 31 March 1838 - - - - -	146,305
— 31 March 1839 - - - - -	465,231
— 31 March 1840 - - - - -	510,351
— 31 March 1841 - - - - -	492,966
— 31 March 1842 - - - - -	481,189
— 31 March 1843 - - - - -	435,183

War Office, }  
7 March 1844. }  
304.

(signed) H. Hardinge.



2.—N A V Y.

Y E A R S.								C H A R G E S.
								£.
1835-36	-	-	-	-	-	-	-	2,591
1836-37	-	-	-	-	-	-	-	1,051
1837-38	-	-	-	-	-	-	-	578
1838-39	-	-	-	-	-	-	-	23,350
1839-40	-	-	-	-	-	-	-	49,101
1840-41	-	-	-	-	-	-	-	44,577
1841-42	-	-	-	-	-	-	-	46,999
1842-43	-	-	-	-	-	-	-	54,515 <sup>4</sup>
TOTAL - - - £.								222,762

\* The sum of 33,581*l.* 3*s.* was paid in the year 1842-43, for building the “ Sydenham ” steam-vessel in Canada, but as the expense was not incurred upon account of the Canadas, it has been excluded from this Return.

*Memorandum.*—No sums have been specially asked for from Parliament by the Naval Department from 1837 to 1843, inclusive, in consequence of the insurrection in Canada. The increased expenditure of the navy for 1839-40, was defrayed by the Lords of the Treasury out of the special vote for Canada of that year.

Admiralty, 19 April 1844.

(signed) J. T. Briggs,  
Acct<sup>t</sup> Gen<sup>l</sup> of the Navy.

4.—C O M M I S S A R I A T . - - - - -

YEAR.	Provisions and Forage. (a)	Fuel and Light.	Miscellaneous Purchases.	Transport.	Pay of Commissariat Officers.	Pay of Commissariat Extra Clerks, Issuers, &c.	Pay of Clerks in Military Departments.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1835-36	21,332 16 8 <sup>1</sup> / <sub>4</sub>	10,250 4 11 <sup>1</sup> / <sub>2</sub>	215 16 3 <sup>1</sup> / <sub>4</sub>	4,440 2 7 <sup>3</sup> / <sub>4</sub>	7,309 9 9	2,910 11 8	- - -
1836-37	24,582 6 9 <sup>3</sup> / <sub>4</sub>	8,183 8 2 <sup>1</sup> / <sub>4</sub>	330 17 1 <sup>1</sup> / <sub>2</sub>	3,403 16 - <sup>3</sup> / <sub>4</sub>	6,701 9 10	2,994 4 8	- - -
1837-38	70,949 1 9 <sup>1</sup> / <sub>4</sub>	12,781 7 - <sup>1</sup> / <sub>4</sub>	619 10 - <sup>1</sup> / <sub>4</sub>	41,381 15 10	6,745 9 7	3,529 3 8	- - -
1838-39	198,243 17 11 <sup>3</sup> / <sub>4</sub>	34,772 1 7 <sup>3</sup> / <sub>4</sub>	1,657 11 2 <sup>1</sup> / <sub>2</sub>	71,356 11 7 <sup>3</sup> / <sub>4</sub>	11,479 - 2	7,215 8 9	- - -
1839-40	168,040 14 11 <sup>1</sup> / <sub>2</sub>	33,275 17 4	1,607 16 3 <sup>1</sup> / <sub>4</sub>	40,400 11 7 <sup>3</sup> / <sub>4</sub>	14,174 16 3 <sup>3</sup> / <sub>4</sub>	9,412 4 2	- - -
1840-41	114,080 10 - <sup>3</sup> / <sub>4</sub>	31,023 8 8 <sup>1</sup> / <sub>2</sub>	- - -	25,975 15 7	11,744 11 8	10,005 19 1	- - -
1841-42	113,550 12 9	29,432 11 7 <sup>1</sup> / <sub>2</sub>	287 5 -	25,438 8 - <sup>1</sup> / <sub>2</sub>	11,498 4 6	10,204 13 8	- - -
1842-43	97,034 9 5	20,493 3 1 <sup>1</sup> / <sub>2</sub>	- - -	19,163 1 1 <sup>3</sup> / <sub>4</sub>	11,852 7 3	9,242 12 7	- - -

(a) The full amount of supplies, purchases of provisions, forage, fuel, and light, paid for in Canada, is included in this Return, for the respective years. The amounts of the stoppages for provisions issued on account of regiments, accounted for to Secretary at War, as regards the year 1835-36, and the sums paid over as the value of provisions, forage, and fuel, for the subsequent years, viz. 1836-37 to 1842-43, have been obtained by the Treasury from the Secretary at War; and the amount of stoppages paid into the Commissariat chest on the spot, together with the amount of regimental stoppages and value of supplies for regimental services (obtained from the War Office), have been deducted in the Abstract from the gross amount of supplies furnished to Canada in the year, whether by purchases on the spot, or shipments from England.

(b) Under this head are included various charges for services not generally considered as connected with Commissariat Expenditure, and there may be a doubt whether they come within the purview of the Order of the House of Commons; it has, however, been deemed best to insert them.

					£. s. d.
1835-36	- -	Fees paid on grants of land to military pensioners	- - - -	- - - -	75 19 6 <sup>1</sup> / <sub>4</sub>
1836-37	- -	Fees as above	- - - -	- - - -	121 12 5 <sup>1</sup> / <sub>4</sub>
1837-38	- -	Fees as above	- - - -	- - - -	200 8 3 <sup>3</sup> / <sub>4</sub>
1838-39	- -	Fees as above	- - - -	- - - -	124 14 3
1838-39	- -	For survey on account inland navigation	- - - -	- - - -	100 - -
1839-40	- -	Inland navigation	- - - -	- - - -	700 - -
1840-41	- -	Commuted pensioners	- - - -	- - - -	8,569 5 - <sup>1</sup> / <sub>2</sub>
1840-41	- -	Inland navigation	- - - -	- - - -	706 9 2 <sup>1</sup> / <sub>2</sub>
1841-42	- -	Commuted pensioners	- - - -	- - - -	7,111 3 2 <sup>1</sup> / <sub>2</sub>
1842-43	- -	Commuted pensioners	- - - -	- - - -	6,987 12 6

Audit Office, }  
15 March 1844. }

(signed) Wm. Winstanley, Inspector.

3.—O R D N A N C E.

YEARS.								CHARGES.
								£.
1835-36	-	-	-	-	-	-	-	53,711
1836-37	-	-	-	-	-	-	-	52,035
1837-38	-	-	-	-	-	-	-	70,750
1838-39	-	-	-	-	-	-	-	276,995
1839-40	-	-	-	-	-	-	-	228,454
1840-41	-	-	-	-	-	-	-	147,069
1841-42	-	-	-	-	-	-	-	157,793
1842-43	-	-	-	-	-	-	-	134,097
TOTAL - - - £.								1,120,904

By order of the Master-general and Board of Ordnance.

Office of Ordnance, }  
April 1844.

(signed) R. Byham,  
Secretary.

4.—C O M M I S S A R I A T.

Military Allowances.	Contingencies of the Commissariat Department.	Contingencies of Military Departments.	Special Payments. (b)	Ordnance Expenditure borne by Commissariat Chest.	Loss to Commissariat Chest in consequence of the Changes in the Value of Dollars, &c.	Expenses for Militia and Volunteers, Pay, Allowances, Clothing, &c.	TOTAL.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
5,402 16 3	2,366 12 11	578 10 2 3/4	466 - 11	- - -	- - -	- - -	55,273 2 3 1/2
5,504 19 -	2,673 6 6 1/4	- - -	517 19 11 3/4	- - -	- - -	- - -	54,892 8 2 1/4
7,873 17 11 1/4	3,744 13 7 1/2	- - -	5,826 18 5 1/2	6,851 18 1	- - -	174,368 3 9	334,671 19 0
11,736 13 5 1/4	10,515 10 4 3/4	- - -	5,534 15 10 3/4	16,065 13 8 1/2	10,595 8 8 1/2	616,536 4 5 1/2	995,708 18 - 1/4
8,071 10 2 3/4	12,635 2 10 1/4	- - -	1,851 11 9 3/4	- - -	- - -	385,812 9 8 1/4	675,282 15 3
9,350 1 7 1/4	9,270 1 8	- - -	14,044 15 9 1/2	- - -	- - -	127,050 4 5 1/4	352,545 8 7
7,927 1 1 1/4	7,787 - 3 1/4	- - -	7,416 1 - 1/2	- - -	- - -	103,690 13 4	317,241 11 4 1/2
7,400 19 4	7,703 4 9 3/4	- - -	7,427 12 6	- - -	- - -	98,462 12 2	287,780 2 3 1/2

NET PAYMENTS, as stated in the ABSTRACT on page 1.

YEARS.				Payments according to the above Account.	Stoppages and Repayments on account of Provisions, Fuel, Light, &c.	NET PAYMENTS.
				£. s. d.	£. s. d.	£. s. d.
1835-36	-	-	-	55,273 2 3	20,214 19 10	35,058 2 5
1836-37	-	-	-	54,892 8 2	26,104 19 4	28,787 8 10
1837-38	-	-	-	334,671 19 9	42,056 13 10	292,615 5 11
1838-39	-	-	-	995,708 18 -	132,214 15 9	863,494 2 3
1839-40	-	-	-	675,282 15 3	149,304 15 10	525,977 19 5
1840-41	-	-	-	352,545 8 7	138,159 5 5	214,386 3 2
1841-42	-	-	-	317,241 11 4	118,223 15 11	199,017 15 5
1842-43	-	-	-	287,780 2 3	105,567 10 5	182,212 11 10



RETURN of the CHARGES incurred on account of the *Canadas*, in respect of the ARMY, NAVY, ORDNANCE, and COMMISSARIAT, in each of the Years 1835 to 1843, inclusive; and the Amounts granted by Parliament from the Year 1837 to the Year 1843, inclusive, in consequence of the INSURRECTION in CANADA.

(*Mr. Leader.*)

*Ordered, by The House of Commons, to be Printed,*  
*21 May 1844.*

304.

*Under 1 02*

# GASPÉ FISHERY AND COAL MINING ACT.

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RETURN to an ADDRESS of the Honourable The House of Commons,  
dated 7 June 1844 ;—for,

COPY of the ACT passed in the *Canadian* Parliament, intituled, “An Act  
for Incorporating the Gaspé Fishery and Coal Mining Company.”

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Colonial Office, Downing Street, }  
12 June 1844.

G. W. HOPE.

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*Ordered, by The House of Commons, to be Printed, 17 June 1844.*

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## C A N A D A,

7 VICTORIÆ, cap. XLV.

AN ACT to incorporate *Charles Cunningham, Richard Norman, Samuel Amory,*  
and Others, forming a Joint Stock Company for carrying on the Fishery  
in the *Gaspé* District and Gulf of *Saint Lawrence*, and Coal Mining in the  
said District.

9 December 1843.

**W**HEREAS the improvement and extension of the British Fishery in the Gulf of St. Lawrence and Bay of Chaleurs, and other places on the coast of the Province of Canada, are of great importance, not only to the said Province but to the British Empire: And whereas it is also of great importance to the said Province that its mines and mineral wealth should be properly worked and brought into useful operation; and to accomplish the purposes aforesaid, it is expedient to establish a body politic and corporate, with the powers, rights and privileges hereinafter contained, and more particularly with power to the said body politic and corporate to hold lands, tenements, and hereditaments necessary to the carrying on their business in the said Province of Canada, to them and their successors, either by acquisition from the Crown or by purchase from individuals; and to work any coal mine or coal mines found thereupon, mines and minerals thereupon appurtenant and belonging, and with full power to work the same, and to hold and possess immoveable and moveable property of every description: And whereas Charles Cunningham, of Clarges-street, in the county of Middlesex; Richard Norman, of Bryanstone-square, in the said county; and Samuel Amory, of Throgmorton-street, also in the county aforesaid, in that part of the United Kingdom of Great Britain and Ireland called England, esquires, in order to carry the aforesaid purpose into effect, have, by their petition in this behalf, represented that they are, on behalf of themselves and other persons, prepared to raise by subscription a capital of one hundred and fifty thousand pounds sterling, when they shall be duly authorized and protected in so doing, by an Act of Incorporation passed by the Provincial Legislature of Canada, and by a charter from the Crown; BE it therefore enacted, by The Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, intituled, “An Act to reunite the Provinces of Upper and Lower Canada, and for the Government of Canada;” and it is hereby enacted by the authority of the same,

Preamble.

THAT

388.



Certain persons incorporated for the purposes mentioned in the preamble.

THAT the said Charles Cunningham, Richard Norman, Samuel Amory, and such and so many other person or persons, bodies politic or corporate, as have become, or shall at anytime hereafter become subscribers or shareholders of or for the capital stock hereinafter mentioned, in manner hereinafter provided, and their respective successors, executors, administrators, and assigns, or such other person or persons, bodies politic or corporate, as shall from time to time be possessed of or entitled to such shares as hereinafter provided, shall be a body politic or corporate in the Province of Canada, in deed and in name, by the name of "The Gaspé Fishery and Coal Mining Company," and by that name shall and may sue and be sued, implead and be impleaded, in all courts of law and equity in the said Province of Canada; and shall, during the continuance of this Act, have uninterrupted succession, with a common seal, which may by them be changed or varied at their pleasure.

Corporate name and powers.

2. And be it enacted, that it shall be lawful for the said Company to engage in and follow the occupation of carrying on the fisheries, and such trade as may be necessary to the carrying on of the said fisheries in the Gulf of St. Lawrence, the Bay of Chaleurs, and elsewhere on the sea coast of Canada: it shall be further lawful for the said Company, their agents and servants, to land (saving always the rights of others) on any part of the said sea coast of Canada, and on the banks or shores of the bays, harbours, creeks, and rivers of the said Gulf, within the said Province (except where the same are private property, or are occupied), to salt, cure, and dry the fish which they may catch or purchase, and to do all such other lawful and needful acts as may be necessary effectually to prepare and export the same for sale to the several markets for which the said fish may be intended.

The Company may carry on fisheries in certain parts of the province.

3. And be it enacted, that it shall be lawful for the said Company to hold to them and their successors, such lands, tenements, hereditaments and immoveable property of every description, as may be necessary to the carrying on the business of the said Company, the value thereof not to exceed at any one time fifty thousand pounds sterling, within the district of Gaspé, in the said province; and that it shall be lawful for the said Company to dig, sink, work, or make mines, pits, and shafts, and to drive drifts, waterfalls, or watercourses, upon and under the surface of the lands, tenements, and hereditaments so acquired by them (without prejudice always to the rights and property of Her Majesty and of any others) by grant or purchase, for the winning and getting of coal, in, upon, or out of any part of the said lands, tenements, and hereditaments; and it is hereby enacted and declared, that if the said Company shall at any time hold such lands, tenements, and hereditaments, and immoveable property as aforesaid, exceeding the aforesaid sum in value, then this Act shall cease and determine, and the said Company shall forfeit all, each, and every the rights and privileges thereby conferred.

They may hold lands to a certain annual value, and may carry on the mining business.

Capital stock to be applied to certain purposes; to be personal property.

4. And be it enacted, that the capital or joint stock of the said Company shall be used and applied in establishing and carrying on the said undertakings, and for the purposes aforesaid; and that the shares in the said advantages, and in the profits and undertakings thereof, shall be and be deemed personal estate and moveable property in the province of Canada, and as such personal estate and moveable property shall be transmissible accordingly.

Subscribers of sums not less than 100 £. to be deemed stockholders, and entitled to a share of profits.

5. And be it enacted, that all and every person and persons, bodies politic or corporate, by or from whom any subscription shall be made or accepted, or any payment made pursuant to the provisions herein contained for that purpose, for or towards the raising of the said capital of one hundred and fifty thousand pounds sterling as aforesaid, his, her or their successors, or executors or administrations and assigns respectively (no such subscription being less than one hundred pounds sterling), shall have and be entitled to a share of and in the said capital or joint stock of the said Company, in proportion to the monies which he, she, or they shall have so contributed towards making up the same, and shall have and be entitled to a proportionable share of the profits and advantages attending the capital of the said Company, and shall be admitted to be a proprietor or proprietors of and in the same.

The Company shall cause the names of all shareholders to be entered in proper books.

6. And be it enacted, that the said Company, or the directors to be appointed by virtue of this Act, shall cause the names and designations of the several persons, bodies politic and corporate, who shall subscribe for, or at any time hereafter be entitled to a share or shares in the said Company, with the number of such share or shares, and also the proper number by which every share shall be distinguished,

distinguished, to be fairly and distinctly entered in a book or books to be kept by their clerk or secretary.

7. And be it enacted, that the several persons, bodies politic or corporate, who shall subscribe for and towards the said capital, or shall at any time hereafter have or hold any share or shares in the same, shall and they are hereby required to pay the sum or sums of money by them respectively subscribed, or such part or portions thereof as shall from time to time be called for pursuant to or by virtue of the provisions of this Act, at such times and places, to such person or persons, and in such manner as shall be ordered and directed by the directors for the time being of the said Company, or such of them as shall be present and constitute a Board of Directors, or the majority of them; and in case any person or persons, bodies politic or corporate, shall neglect or refuse to pay any such sums of money, at such times and in such manner as shall be so ordered and directed as aforesaid, it shall be lawful for the said Company to sue for and recover the same, together with lawful interest from such appointed time of payment, from such person or persons, bodies politic or corporate; or in cases where two or more persons, bodies politic or corporate, shall have jointly subscribed for, or be jointly possessed of any one or more share or shares in the said Company, then from all, or any or either of such persons, bodies politic or corporate.

Stock subscribed for to be paid up by instalments; and if not paid, the amount may be recovered by the Company.

8. And be it enacted, that whenever two or more persons, bodies politic or corporate, shall be jointly possessed of or entitled to any share or shares in the said Company, the person whose name shall stand first in the book of the said Company as proprietor thereof, shall, for all the purposes of the said Company and of this Act, be deemed and taken to be the owner and proprietor of such share or shares; and all notices required to be given to the owner or proprietor of any share or shares in the said Company, shall and may be given to or served upon such person or body whose name shall so stand first in the books of the said Company; and such service upon such person or body shall be deemed and taken to be a service upon all the owners or proprietors of such share or shares, for all the purposes for which such service is intended to be made upon the owners or proprietors of such share or shares; and all such owners or proprietors shall be entitled to give their vote or votes in respect thereof, by the person or body whose name shall stand first in the books of the Company as such proprietor of such share or shares; and his vote shall on all occasions be deemed and allowed to be the vote in respect of the whole property in such share or shares, without proof of the concurrence of the other proprietor or proprietors of such share or shares.

Which of the joint owners of any share or shares shall vote in respect thereof, &c.

9. And be it enacted, that it shall be lawful for the several proprietors of the said Company, their executors, administrators, successors and assigns, to sell and transfer any of their share or shares, and every transfer thereof may be in the form and to the effect given in the Appendix to this Act, or in any other convenient form to be devised by the said Company; and every such transfer shall not only be under the hand or hands of the member or members transferring such share or shares, but of the person or persons, bodies politic or corporate, to whom the same shall be transferred, or some person by such transferer or transferers, and transferee or transferees lawfully authorized, and which said transfer shall be made and entered in a book to be kept by the said Company for that purpose, for which a fee shall be paid to and for the use of the Company not exceeding ten shillings for each share transferred, to be from time to time fixed by the directors, or a majority of them; and that such transfer shall effectually transfer the whole estate and interest in such share or shares of the person or persons so making or authorizing the same, to the person or persons, bodies politic or corporate, so taking or accepting such transfer; which person or persons, bodies politic or corporate, shall henceforth become in all respects members of the said Company, in respect of such share or shares, in the place of such person or persons so transferring the same, or authorizing the same to be transferred; and that until such transfer shall be made and entered in such book in manner aforesaid, no person or persons claiming an interest in any such share or shares by purchase or otherwise, shall be deemed the proprietor or proprietors thereof, or shall be entitled to any dividend or beneficial interest in the said capital stock in respect thereof, nor until six calendar months after such transfer shall have been made, be entitled to vote at any meeting or meetings in respect of such share or shares; and a copy of such transfer, extracted from the said book, and signed by the clerk, secretary, or other officer of the said Company

Stock may be transferred by assignment in a certain form.

Votes on transferred stock.



duly authorized thereto, shall be sufficient evidence of every such transfer, and be admitted and received as such in all courts of law.

Certain powers  
vested in the Board  
of Directors.

Instalments how  
called for.

Notice to be given.

Proviso.

Forfeiture of shares  
on which instal-  
ments duly called  
for shall not be  
paid in.

Sale of such stock.

Directors, auditors,  
and secretary, how  
appointed.

Board.

Meetings of the  
shareholders, how  
called and held.

10. And be it enacted, that the directors hereinafter mentioned, or the directors for the time being, or such of them as shall be present at and constitute a Board of Directors, or the majority of them, shall have full power to make such call or calls for money from the several subscribers and proprietors for the time being of the said Company, their respective executors, administrators, successors, and assigns, not exceeding in the whole the sum of one hundred pounds sterling on each of the shares held by him, her, or them respectively, as the said Board of Directors shall from time to time find wanting and necessary for the purposes of the said Company, so that no one call do exceed the sum of ten pounds sterling for or in respect of any one share of one hundred pounds, and so that no call or calls be made for any instalment short of three months public notice; and the sum or the several sums of money so to be called for shall be paid to the bankers of the said Company for the time being, or to such other person or persons, and at such time and place as shall be appointed by the said Board of Directors, of which time and place twenty days previous notice at least shall be given in the London Gazette and in such two or more of the daily London Newspapers, and in the Quebec Gazette published by authority, and in such two or more of the weekly or daily Canada newspapers, as the said Board of Directors shall direct: provided always, that any person or persons may, if he or they think fit, pay down at any one time the full amount of their subscription and stock, who shall in that case be entitled to a proportion of the profits arising thereupon from the day of the payment thereof.

11. And be it enacted, that if any proprietor or proprietors of any share or shares in the said Company, his, her, or their executors, administrators, successors, or assigns, shall neglect or refuse to pay any call or calls which shall be so made as aforesaid, during the space of six calendar months next after the time appointed for payment thereof, together with lawful interest from the appointed time of payment, then and in every such case such person or persons, bodies politic or corporate, so neglecting or refusing, shall absolutely forfeit all his, her, or their share or shares in the said Company, and all profits and advantages thereof, and all money theretofore advanced by him, her, or them on account thereof, to and for the use and benefit of the said Company; and all shares which shall or may be so forfeited, shall or may, at any time or times thereafter, be sold at a public sale for the most money that can be gotten for the same, and the produce thereof shall go to and make part of the capital stock of the said Company, and such share or shares so forfeited and sold shall be assigned and transferred to the purchaser by an instrument under the common seal of the said Company, in the manner required upon other transfers of any share or shares; but no advantage shall be taken of such forfeiture of any share or shares until the same shall be declared to be forfeited at some general or special meeting of the said proprietors which shall be held not earlier than six calendar months next after the said forfeiture shall happen, and that every such forfeiture so to be declared shall be an absolute indemnification and discharge to and for the proprietor or proprietors, or his, her, or their executors, administrators, successors, and assigns so forfeiting, against all actions, suits and prosecutions, and from all liability in respect thereof, and for any breach of contract or other agreement between such proprietor or proprietors, his, her, or their executors, administrators, successors, and assigns, and the said Company, in respect of such share or shares, with regard to the future carrying on and management of the said Company.

12. And be it enacted, that for the better ordering, managing, and governing the affairs of the said Company, and for making and establishing a continual succession of persons to be directors and auditors of the said Company, there shall be from time to time constituted in manner hereinafter mentioned, out of the members of the said Company, a chairman, who shall also be a director, and five other directors, as hereinafter mentioned, and two auditors of the said Company, and a secretary; which chairman and other directors, or any three of them, shall constitute and be called a Board of Directors, for the ordering, managing, and directing, in the manner and under the provisions hereinafter contained, the affairs of the said Company.

13. And be it enacted, that it shall and may be lawful for all and every the members or shareholders of the said Company, from time to time to assemble and

and meet together at any convenient place or places in London, for the choice of a chairman and other directors and auditors, and for the making of bye-laws, rules, orders, and regulations for the government of the said Company, and for other affairs or business concerning the same, six weeks previous notice thereof being given by advertisement in the London Gazette and in two or more of the daily London newspapers, and in the Quebec Gazette and two or more of the Canada newspapers, and that such meeting being so duly assembled, shall, with the assent of the majority of proprietors so assembled, have power to adjourn from time to time as shall be convenient; and that on some day or days within two years from and after the passing of this Act, and in every succeeding year, there shall be yearly and successively chosen all succeeding chairmen, directors, and auditors of the said Company, out of the members of the said Company, by a majority of the votes of all and every such members of the said Company in general meeting assembled, as shall be personally present, and of all bodies politic and corporate who may vote by deputation under their common seal at such meeting, who shall be entitled to vote in respect of their share in the said capital stock of the said Company, in the proportions following, that is to say: that every holder of five, and not less than ten shares in the said capital stock, shall be entitled to one vote; every holder of ten, and less than twenty shares, to two votes; every holder of twenty, and less than twenty-five shares, to three votes; and every holder of twenty-five shares or upwards, to four votes, and no more: provided always, and it is hereby enacted, that if any member or shareholder of the said Company shall be unable to attend the said general meeting or meetings by reason of his permanent residence in Canada or elsewhere out of the United Kingdom, it shall be lawful for every such member or shareholder to vote by proxy at such general meeting or meetings, and the vote by proxy of such member or shareholder shall be as effectual and valid, and shall be subject to the same rules, regulations, and directions as if the said member or shareholder attended to vote in person; and the election of such chairmen, directors, and auditors, at the annual or other elections, shall take place by ballot, or in such other mode as shall be determined by any bye-law of the Company to be made as herein provided.

Number of votes to which each shareholder shall be entitled.

Proviso.

In certain cases, shareholders may vote by proxy.

14. And be it enacted, that no person shall at any time be capable of being chosen chairman, or other director or auditor of the said Company, unless he shall, at the time of such election, be a natural-born or naturalized subject of the United Kingdom, and shall also have in his own name and in his own right five shares or more of the capital stock of the said Company, and that no director or auditor shall continue in office longer than the continuance of such his interest in such number of shares in his own name and right, and to his own use; and in case any chairman, or other director or auditor, shall be in any manner divested of or part with such of his shares as to reduce the same to any lesser number than as aforesaid, then the Board of Directors for the time being, at their next meeting when such fact shall be made to appear to them, shall proceed to declare the office of such chairman, or director, or auditor, so divested of or parting with his said shares as aforesaid, to be vacant, and the said vacancy or vacancies so declared shall be filled up in the same manner as in the case of other vacancies, at the general meeting of the said Company which shall be duly held next after such declaration; and that in every case where any chairman or other director or auditor shall happen to die or resign his office before the annual election of such officers, the major part of the members of the said Company, qualified as aforesaid, to be assembled in a general meeting, shall and may elect and choose any other member or members of the said Company, qualified as aforesaid, into the office of such chairman, other director, or auditor that shall so die or resign, which person or persons so to be elected shall continue in his or their said office for such and the like period as the chairman, director, or auditor had to serve, in whose place or stead he shall be so elected.

Qualification of chairman, directors, and auditors.

Vacancies in certain cases how to be filled.

15. And be it enacted, that it shall and may be lawful for the said Company, at any general meeting, to grant such salaries and allowances to be paid to the said chairman, and other directors, and auditors, and secretary of the said Company, as may be deemed expedient.

Shareholders at general meetings may fix the remuneration of officers.

16. And be it enacted, that upon the requisition in writing of any ten or more of the members of the said Company, each having not less than five shares in the said capital stock, the Board of Directors shall, within six weeks after such requisition (and of which such notices shall be given as hereinbefore directed),

Special general meetings how called.



Proceeding at such special general meeting.

Proviso.

Shareholders at general meetings may make bye-laws.

Proviso.

Chairman of the Board of Directors to preside at general meetings.  
If not present, a special chairman may be appointed.

What property shall form the capital stock of the Company.

Shareholders not to be liable for more than the amount of their stock.

Additional stock may be raised, if the sum before mentioned shall be insufficient.

summon and call a special general meeting, either for general or special purposes, to be held of the members of the said Company qualified to vote as electors as aforesaid; and in default of the Board of Directors to summon and call such meeting, it shall be lawful for the said ten or more members having such shares as aforesaid, upon six weeks previous notice, by advertisement under their hands in the London Gazette and in two or more of the daily London newspapers, and in the Quebec Gazette and two or more of the Canada newspapers, to summon and hold a special general meeting in London, and there to consider and debate upon any business relating to the government or affairs of the said Company; and in case such special general meeting shall have been convened for any special purpose, then to proceed in such special matter, and to come to any determination or to despatch any business belonging to such special purposes, or otherwise to come to any resolution or resolutions for the further examination into the matters relating to the affairs and government of the said Company; and that it shall and may be lawful, in pursuance of any resolution by the majority of the members composing such special general meeting, to adjourn the same to a day then to be fixed upon, and so from time to time, and that such special general or adjourned general meeting, composed of members qualified as aforesaid, shall be holden finally to determine by the majority of their voices upon all resolutions relating to the affairs and government of the said Company: provided always, that in every such case the requisition and summons for a general meeting shall express the purpose thereof.

17. And be it enacted, that it shall and may be lawful to and for all and every the members of the said Company, qualified to vote as aforesaid, in a general meeting duly assembled, by the majority of votes of those there present, to make and constitute such bye-laws, rules, orders and regulations, for and relating to the affairs and government of the said Company, so that such bye-laws, rules, orders and regulations be not repugnant to the laws and statutes of this province, nor repugnant to any of the enactments herein contained: provided always, that such bye-laws, rules, orders and regulations, be duly recorded in the public book of the said Company, so that the same may be at all seasonable times accessible to the members and officers of the said Company, and others whom it may concern.

18. And be it enacted, that the chairman of the Board of Directors shall preside and act as chairman of the said general meetings; and if it shall so happen that at any meeting of the said directors, or at any general meeting of the said Company, the said chairman shall not attend, it shall be lawful for the majority of the directors then present to appoint a chairman for that occasion; and in case no director shall be present at a general meeting of the said Company, or in case the director or directors present shall not appoint a chairman for such occasion, it shall be lawful for the members of the said Company then present, or a majority of them, to appoint a person to preside at such meeting, and the chairman of the Board of Directors, or other person presiding at any such meeting, shall, in case of an equality of votes, have a second or casting vote.

19. And be it enacted, that all sums of money paid and received in respect of the shares of the said Company, together with all acquisitions or investments whatsoever, whether real or personal, immoveable or moveable, or wheresoever lying, being, and situated, whether vested in the said Company in their own name, or in the names of trustees, or in what manner soever the same shall be vested, shall form and constitute the joint or capital stock of the said Company and their successors, and shall be liable and answerable for the debts, liabilities, and engagements of the said Company; and no shareholder of the Company shall be liable for, or charged with the payment of any debt or demand due from the Company, beyond the extent of his or her shares in the capital of the Company not then paid up.

20. And be it enacted, that in case the said sum of one hundred and fifty thousand pounds sterling shall be found insufficient, in the opinion of the Board of Directors of the said Company, to carry into full effect the beneficial purposes aforesaid; then and in such case it shall be lawful for the members of the said Company for the time being, in pursuance of any resolution adopted at and confirmed at a subsequent general or general special meeting, to raise and contribute amongst themselves, in such shares and proportions as they shall think proper, or by the admission of new subscribers, any further or other sum of money not exceeding the sum of one hundred thousand pounds sterling; and every

## GASPÉ FISHERY AND COAL MINING ACT.

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every subscriber towards raising such further sum of money shall be a proprietor of and in the capital of the said Company, and shall have a like vote in respect of his or her shares in the said additional sum so to be raised, and be liable to such forfeitures, and stand interested in all the rights, profits, and advantages of the said Company, in proportion to the sum he, she, or they shall subscribe to the said capital so extended, to all intents and purposes as if such further or other sum hereby allowed to be subscribed for or raised had been originally part of the capital of the said Company, anything hereinbefore contained to the contrary in anywise notwithstanding.

Rights of subscribers to such additional stock.

21. And be it enacted, that the said chairman and other directors for the time being, or any three or more of them, shall and may from time to time, and at all convenient times when and as often as they shall think fit, assemble and meet together at any place or places in London, for the direction and management of the affairs of the said Company, and being so assembled, shall in all respects conform themselves to the bye-laws, rules, orders, and regulations of the said Company, and, subject to all such bye-laws, rules, orders, and regulations, shall have the direction and management of the affairs and business of the said Company, and of all traffic, commerce, and dealings relating thereto; and also the disposition and investment of all cash, bills, notes, and other securities belonging to the Company; and also full power and authority to enter into all contracts, whether under seal or otherwise, on behalf of the Company, and to make and execute all assignments, conveyances, and all other acts to which the corporate seal is required to be affixed; and to appoint a counsel, secretary, and solicitor, and all clerks, agents, servants, or other officers which shall from time to time be considered necessary to be employed in the affairs and business of the said Company; and to allow and pay them such reasonable salaries and allowances, and to displace or remove them, or any of them, as they shall see cause; and generally to do and act in all matters and things whatsoever which they shall judge necessary for the well-ordering and managing of the said Company and the affairs thereof; and to do, enforce, perform, and execute all the powers, authorities, provisions, acts and things in relation to the said Company, and to bind the said Company as if the same were done by the whole corporation: provided also, that in no case shall the corporate seal of the said Company be affixed to any instrument whatever, except by order in writing of the Board of Directors, and in the presence of at least two of the directors, who shall attest by their signatures such sealing, and that the same was done by order of the Board of Directors; which attestation shall be evidence of the fact of such order.

Meetings of the directors regulated.

Their power.

22. And be it enacted, that this Act shall not be in force nor have effect until the said Company shall have obtained a charter from Her Majesty, her heirs or successors, in conformity to the provisions thereof, in so far as regards matters to be transacted, or things to be done out of or beyond the limits of this province.

This Act not to be in force till a Royal charter is obtained.

23. And be it enacted, that the said Company shall, when and so soon as the same pursuant to this Act shall be operative in this province, open an office or counting-house in each of the districts of Quebec and Gaspé, for the transaction of their business.

Offices to be opened in Quebec and Gaspé.

24. And be it enacted, that in case of actions, suits or demands against the said corporation in any of the law courts in this province, service of the summons, writs, or process of court issuing in any such action, suit or demand, at the ordinary office or counting-house therein of the said Company, shall suffice to hold the said Company to appear and plead to the action, suit, or demand against such Company.

At what place service of process may be made on the Company in this province.

25. And be it enacted, that before this Act shall have its full effect and the said corporation be operative in this province, evidence satisfactory to the Governor or person administering the government thereof for the time being, shall be laid before him that the requirements of this Act have *bond fide* been complied with, and that one half at least of the said capital sum of one hundred and fifty thousand pounds sterling has actually been paid up by the subscribers or stockholders of the said Company, and at the disposal of the directors thereof for the purposes of the Company, in accordance with this Act, and notice thereof given by proclamation or otherwise, in such manner as his Excellency shall deem advisable; whereupon the said Company and corporation shall be operative in this province.

What amount of stock shall be paid up before the Company shall go into operation.

Proclamation required.

26. And be it enacted, that it shall be the duty of the said corporation, and  
388. of



Certain accounts relative to the affairs of the Company, to be laid annually before the Legislature.

of the person or persons entrusted with the chief gestion of its affairs in this province, to lay annually before the three branches of the Legislature thereof, in the course of the first fifteen days after the opening of the session, a general statement, upon the oath of the manager, agent, or chief clerk of the said Company in this province, before any of the justices of the Court of King's Bench, Queen's Bench, or other superior court of civil jurisdiction, of the affairs of the said Company, showing as well the amount of its liabilities, as the assets or means of meeting the same in this province, in moveable property or effects, and estate real or immoveable; and such manager, agent, or chief clerk, being charged before any competent court of criminal jurisdiction of false swearing in the matter of the said statement, shall be tried, and if found guilty, be punished in like manner as if he had been charged and convicted of the crime of wilful and corrupt perjury.

The Company not to act as bankers.

27. Provided always, and be it enacted, that nothing in this Act contained shall be held to authorize or warrant the said corporation to act as bankers, or to issue or keep in circulation notes in the nature of bank-notes, or to make such notes valid in law, if issued by or in the name of the said corporation.

Public Act.

28. And be it enacted, that this Act shall be deemed a public Act, and as such judicially be noticed by all judges, justices, and others whom it shall concern, without being specially pleaded.

Rights of the Crown reserved.

29. And be it enacted, that nothing in this Act contained shall in any manner derogate from or affect the rights of Her Majesty, her heirs or successors, or of any person or persons, body politic or corporate, except in so far as the same may be specially derogated from or affected by the provisions of this Act; nor shall the same extend or be construed to extend to confer upon the said Company any right of property in the ores or minerals in or upon or under the surface of the said lands and tenements and hereditaments of the said Company, beyond such as may be conferred by the titles of the said Company to the said lands, tenements, or hereditaments, or by the laws in force in that part of the province in which the same shall or may be situate.

Right of the Company to ores and minerals to be governed by their titles.

Duration of this Act.

30. And be it enacted, that this Act shall be and remain in force until the first day of May which will be in the year of our Lord one thousand eight hundred and seventy-three, and no longer.

## A P P E N D I X.

I (or we) of in consideration of  
 paid to me (or us) by of  
 do hereby bargain, sell, assign, and transfer unto the said  
 the sum of capital stock, of and in the undertaking called the  
 Gaspé Fishery and Coal Mining Company, being share (or shares) number  
 (or numbers) in the said undertaking, to hold unto the said  
 executors, administrators, or assignees, subject to the same rules, orders, and regulations,  
 and on the same conditions that I (or we) held the same immediately before the execution  
 hereof; and I (or we) the said do hereby agree to accept  
 and take the said (share or shares) subject to the same rules,  
 orders, regulations, and conditions.  
 As witness our hands and seals, this day of in the  
 year of our Lord 18





GASPÉ FISHERY AND COAL MINING ACT.

COPY of the ACT passed in the *Canadian* Parliament, intituled, "An Act for Incorporating the Gaspé Fishery and Coal Mining Company."

(*Mr. Roebuck.*)

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*Ordered, by The House of Commons, to be Printed,  
17 June 1844.*

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388.

*Under 2 c.*

# E M I G R A T I O N.

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RETURN to an ADDRESS of the Honourable The House of Commons,  
dated 1 April 1844 ;—for,

COPY or EXTRACT of a DESPATCH from the Governor-General of *Canada*,  
transmitting the last ANNUAL REPORT of the AGENT for EMIGRATION.

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Colonial-office, Downing-street, }  
2 April 1844.

G. W. HOPE.

(*Mr. George William Hope.*)

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*Ordered, by The House of Commons, to be Printed,*  
*2 April 1844.*

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L I S T.

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COPY or EXTRACT of a DESPATCH from the Governor-General of *Canada*,  
transmitting the last ANNUAL REPORT of the AGENT for EMIGRATION.

— No. 1. —

(No. 199.)

DESPATCH from the Right Hon. Sir *C. T. Metcalfe*, Bart. G.C.B. to Lord *Stanley*.

CANADA.

Government House, Kingston,

20 February 1844.

No. 1.

Sir *C. T. Metcalfe*  
to Lord *Stanley*.

My Lord,

I HAVE the honour to transmit herewith the Report of the Chief Agent of Emigration for the past year, together with the Appendix thereto.

2. The information contained in these documents is so full and satisfactory as to render detailed remarks from me unnecessary; it may, therefore, be sufficient to offer a few observations upon the financial operations of the season.

3. The expenditure of this year, in proportion to the extent of emigration, has been greater than that of the last, arising from causes explained by Mr. Buchanan, and which it was not in his power to control. The accompanying sketch of receipts and expenditure for 1842 and 1843 exhibits the transactions of each year, and shows a balance of 386 *l.* 10 *s.* 6  $\frac{1}{2}$  *d.* currency; from which is to be deducted about 200 *l.* to meet outstanding accounts, leaving 186 *l.* 10 *s.* 6  $\frac{1}{2}$  *d.* available for the service of 1844.

4. I do not possess the means of forming a correct estimate of the probable extent of emigration to this colony in the ensuing season, but I have no reason to expect, from all I can learn, that it will exceed that of the past; and upon this presumption I beg to submit for your Lordship's consideration my opinion that a grant from the Imperial Parliament, equal to the amount voted for 1843, will, with the usual grant of 1,500 *l.* for agency and the produce of the emigrant tax, be sufficient to cover the expenditure of the approaching season.

5. I beg leave to transmit herewith the report of Dr. Douglas, superintendent of the quarantine establishment at Grosse Isle, which bears favourable testimony to the health of last season's emigrants, as well on the passage out as on their landing.

The expense of this establishment has been less by 598 *l.* 6 *s.* 6 *d.* currency than for 1842, leaving a balance of 308 *l.* 18 *s.* 9  $\frac{1}{2}$  *d.* available for 1844. The diminution has been effected chiefly by a less expensive arrangement, which I ordered to be adopted for communicating between the island and Quebec, with the addition of some other reductions; and I hope that for the future the expense of maintaining the establishment at Grosse Isle will not exceed the amount annually voted for that service by the provincial legislature.

6. I propose henceforth to substitute a small constabulary force in lieu of the detachment of troops that has heretofore been employed. The frittering away of military force in small detachments, for any purpose that can be accomplished by a civil establishment, is always objectionable, for it is a loss of strength and effect, and is injurious to the perfect discipline and order of the troops; I have, therefore, from the time when I found that it was customary to post a detachment at Grosse Isle during the season, been desirous of introducing some other arrangement, and the plan now submitted by Dr. Douglas is the result of suggestions from me to the same effect.

7. It is satisfactory to be able to report, that owing to so many of the emigrants of this season coming out on the invitation of their friends, they have generally been provided for or taken care of without that distress which might otherwise have assailed them before they could be absorbed in the steadily employed population of the country.

8. Regarding emigration to Canada as highly beneficial to the colony, and doubly beneficial to the mother country, the only restriction, I conceive, that ought to be imposed on it is, to keep it within the means which may exist in the province of providing for those who seek subsistence here; and nothing is so likely to regulate the supply judiciously as to encourage those to come who may be advised to do so by friends already established in this country.

I have, &c.

(signed) *C. T. Metcalfe*.

Vide Enclosure,  
No. 13, p. 24.

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CANADA.  
Report of the Agent  
for Emigration.

REPORT of the CHIEF AGENT for EMIGRATION, for the Year 1843; together with  
an APPENDIX.

Sir,  
Office of Her Majesty's Chief Agent for the Superintendence of  
Emigration in Canada, Quebec, 30 December 1843.  
I HAVE the honour to lay before your Excellency, for the information of Her Majesty's  
Government, the following Report of the Emigration to this Province during the season of  
1843.

In Paper No. 1, of the Appendix, it will be seen that the total number of emigrants  
recorded at this office during the season is 20,924 steerage, and 803 cabin passengers,  
which shows a decrease in the aggregate, compared with 1842, of 22,647, equal to 51.03  
per cent. This return also presents a tabular view of the weekly arrivals during the  
season, distinguishing adults, male and female, from children, as also the proportion of  
those who were ascertained to have received parochial or other assistance, to aid their  
emigration.

Paper No. 2 of the Appendix, is an abstract of the records of this office, and shows the  
total number of emigrant vessels arrived, with an average of their passages, the number  
of steerage passengers embarked, the deaths during the voyage, and in quarantine, and the  
number landed, distinguishing males and females, adults and children.

Paper No. 3 furnishes a list of the ports in the United Kingdom whence these emigrants  
sailed, with the particular number from each port and country, during the years 1842 and  
1843. The number arrived during the past year was as follows; viz. :—

From England	-	-	-	-	-	-	-	-	-	-	-	6,499
„ Ireland	-	-	-	-	-	-	-	-	-	-	-	9,728
„ Scotland	-	-	-	-	-	-	-	-	-	-	-	5,006
„ New Brunswick, and ports in the Gulf of the St. Lawrence	-	-	-	-	-	-	-	-	-	-	-	494
TOTAL												21,727

The great decrease will appear in the emigration from Ireland and England, the former  
being by nearly 62, and the latter by nearly 47 per cent. less than that of the previous  
season. The number of arrivals from Scotland has been lessened in smaller proportion,  
the reduction being about 18 per cent.

Paper No. 4 furnishes the usual comparative statement of the immigration into this  
province during the past 15 years, which has amounted in the aggregate to 387,908 souls.

Paper No. 5 gives a return of the admissions and deaths at the quarantine station, and  
at the emigrant hospital in this city; from which it appears, that at these two useful esta-  
blishments, 381 persons, viz. 120 men, 122 women, and 139 children, received medical aid  
during the past season; out of which number occurred the very small proportion of 26  
deaths, viz. five men, nine women, and 12 children.

It is gratifying to perceive the very marked diminution in the mortality among the  
emigrants of the past season, more particularly during their passage. According to the  
reports made to this office, the deaths at sea were 61, viz. 18 adults and 43 children; 42  
of whom were under seven years of age. The per-centage of deaths during the passage, on  
the number embarked from the United Kingdom, was 0.29 per cent., or  $\frac{1}{4}$  per 100 souls;  
and in quarantine, it was 0.9 per cent.

This improved state of health among the emigrants of this season I attribute to two  
causes; firstly, to the less crowded state of the great majority of the vessels: as out of  
279 which arrived with passengers, only 16 had their full complement on board; and of the  
above number, only 132 vessels came under the provisions of the Passenger Act. Of this  
number, 72 vessels had on board from 30 to 100 passengers; 23 above 100 and under 150;  
19 vessels from 150 to 200; eight from 200 to 250; six from 250 to 300; and four above  
300 passengers on board; and of the 147 remaining vessels which had under 30 adults on  
board, 94 had less than 12. The tonnage of the vessels which came within the regulation  
of the Act was 54,750; they were navigated by 2,213 seamen; and brought out 15,434  
full passengers. According to their tonnage, these vessels had accommodations for 30,637  
adults. Secondly, to the beneficial restrictions and regulations of the new Passenger Act,  
which, by enforcing and regulating the issue of provisions, and securing to the poor emi-  
grants an abundant supply of water, has, in my opinion, tended very materially to produce  
this favourable change; and which will, I trust, prevent a recurrence of those scenes of  
distress and suffering, to which I have had in my previous reports too frequent occasion  
to allude.

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## REPORT OF THE AGENT FOR EMIGRATION.

5

## CANADA.

Report of the Agent  
for Emigration.

The prosecutions which I have found it necessary to institute against masters of vessels for infringement or evasion of the provisions of the law, have been six in number. In five of these cases I have recovered penalties to the extent of 90*l.* sterling; the particulars of each having been specially reported to your Excellency, as also to the Commissioners of Emigration, I do not conceive it necessary to enter more fully into them, than by stating the heads of the charges, and the decision of the magistrates, with the amount of penalties awarded; viz. barque "John Francis," from Cork, for issuing unwholesome provisions; master fined 20*l.* sterling. Brig "Mary Ann," from Bideford, for evasion of the 3d section of the Imperial Act; master fined 15*l.* sterling; the master, however, absconded and the penalty was not recovered. Brig "Coxon," from Cork, for evasion of the 25th clause; master fined 20*s.* sterling. Barque "Florence," from Plymouth, for neglecting to issue the proper allowance of water according to law; master fined 5*l.* Barque "Constitution," from Belfast, for issuing unwholesome bread, and not serving out the proper allowance of water; master fined two penalties of 25*l.* each, 50*l.* The barque "Champlain," from Baltimore, was prosecuted for issuing bad and unwholesome biscuit; the magistrates, however, dismissed the case, as the evidence for the defence satisfied them that the master, who had used every precaution to procure good bread, had been imposed upon by his baker. The collector of customs at this port caused the master of the barque "Jane Duffus," from Glasgow, to be fined in the penalty of 40*l.* for having an excess of eight passengers over his complement. This is the first penalty which has been imposed under the new Act, at this port, for this offence; and I have no doubt that it will have the desired effect of putting a stop to an evil which, under the former law, was of frequent occurrence.

The season of 1843 was the first in which the new Passenger Act has been in operation. It is satisfactory to find that the cases of infringement have been few; and I have every reason to hope, that it being now so generally and extensively known among the masters in this trade that the provisions of this Act will be strictly adhered to in every instance, and the result of all the prosecutions entered during the past season having been in favour of the Crown, that the number of complaints of this kind will be greatly diminished for the future.

The care with which the Act has been framed seems to have secured a provision against all attempts to impose on the emigrant; and there can arise few cases in which the recourse afforded by it will prove insufficient. I cannot, however, refrain from alluding to the case of the "Mary Ann," from Bideford, reported to your Excellency in my letter to the Chief Secretary, of the 28th July last, enclosing the report of the Crown officer who conducted the prosecution, a copy of which will be seen at Paper No. 11, page 22, of the Appendix.

The facility with which the penalty imposed in this case was evaded, by the withdrawal of the master, would appear to require amendment in the Act; for it appears a hardship that an action should hold good only against the master, who, in many instances, is not the guilty party, and which appears to have been the case in this particular instance. The master, acting, in the majority of cases, as the servant of the owner of the vessel, cannot consistently refuse to comply with the orders he may receive. It would seem, therefore, that the penalty should, in the first instance, as in the case now, be recoverable from the master; but, in the event of his withdrawal, the ship should be held responsible.

The number of emigrants who have been aided in their emigration by their landlords or parish authorities is, in proportion to the emigration, greater than that of last year.

In Paper No. 7, page 13, of the Appendix, I have endeavoured to set forth the number assisted from each country. From England, the numbers were 914; Ireland, 360; and Scotland, 1,051. Of those from England, 659 were sent out under the superintendence of the Poor Law Commissioners, and were well and amply provided for; and received the usual landing money, under the superintendence of this department; the remaining 255 received partial assistance from their respective parishes, paid to them previously to their leaving home, to enable them to emigrate. These were generally industrious tradesmen and agriculturists, with large families, who, from want of employment, were induced to emigrate. Their means, however, were barely sufficient to enable them to reach this port; and they all required assistance from this office, to enable them to proceed to their respective destinations.

The few emigrants from Ireland all landed very poor. The assistance given them, so far as I could ascertain, was a free passage, and 5*s.* each, to assist in providing provisions. They, with few exceptions, required relief on their landing here, to enable them to proceed to their friends. They were chiefly from the county of Kilkenny. The Scotch emigrants, with the exception of 36, who were aided in their emigration by his Grace the Duke of Sutherland, were from the ports of Glasgow and Greenock, and were all members of emigration societies. It appears that 28 societies were established during the early part of this year, in Glasgow and its suburbs, comprising in all 3,354 persons; of this number only 1,015 were enabled to emigrate, owing to the limited state of their funds; and a balance of 70*l.* sterling was remitted to this department by the committee in Glasgow, to be applied in aid



## CANADA.

Report of the Agent  
for Emigration.

aid of their transport into the interior of the province, to their friends. This sum, amounting to 84*l.* currency, was applied as the committee requested; but owing to the extreme poverty of these people, and no suitable employment being to be had for them, either in this or the Montreal district, I was under the necessity of forwarding them, at the expense of this office, to the Bathurst, Midland, Home, Gore, and London districts, and some as far westward as Goderich. The expenditure on their account has necessarily been very heavy, and may be stated at between 600*l.* and 700*l.* These parties had all large families, whom it was impossible to provide for otherwise than by enabling them to join their friends and relations. They all appear anxious and willing to work, and were a moral, industrious class, who will no doubt, in a short time, become valuable settlers.

In Paper No. 6 of the Appendix will be found a statement of the distribution of the emigrants during the past season, compiled from the monthly reports received from Mr. Hawke, the chief agent in Canada West, and the other local agents of this department. Six-sevenths of the emigration appear to have settled in Canada West. The number of emigrants arrived from the United States was, at Kingston, 1,146; at Cobourg and Port Hope, 92; and at Hamilton, 248. No return has been received from Toronto, but the number may be estimated at 300; this does not include the number who have come in at different other points for employment on the public works, which Mr. Hawke estimates on the whole at from 3,000 to 4,000.

The number who have proceeded to the United States this season I should state at under 2,000; few have gone there unless with the intention of joining their relations, who have in many instances sent them the means of emigrating; so that I estimate the addition to our colonial population, during this year, at fully 22,000 souls.

The remarkable feature in the immigration of the past year has been the very large proportion which have come out to their relations. I estimate it at full three-fourths of the whole. This is, as I have had occasion to state to your Excellency, a most fortunate circumstance; for had these persons landed here total strangers, without friends, or a destination in view, serious distress must have occurred among them, from the difficulty of procuring work. A return received from the superintendent of the sheds in Montreal, shows that 220 women, with their children, numbering together 854 persons, applied to, and were aided at that agency, to proceed to join their husbands in different sections of the province.

The public works have absorbed but few emigrants this year, and they continue to be more than supplied by the influx of labourers from the neighbouring states, who, as I stated in my Report of last year, owing to their being habituated to this description of work, invariably receive the preference from the contractors. Wages on the different public works have ranged from 2*s.* to 2*s.* 6*d.* per day, without board; but owing to a strike and combination among the workmen, they were, for a short time, raised to 3*s.* per day.

Labourers in this city are at present working for 1*s.* 3*d.*, and handy axe-men in the ship-yards only receive from 1*s.* 8*d.* to 2*s.* per day, without board.

The expenditure of this department, in the direct relief and assistance of destitute immigrants, from the commencement of the past season, up to the 30th November, may be stated at 6,717*l.* 17*s.* 10*d.*, under the following heads: viz. transport, 5,387*l.* 19*s.* 9*d.*; provisions, 636*l.* 19*s.*; medical relief, 692*l.* 19*s.* 1*d.* currency.

In the early part of the season it was found necessary to erect additional buildings at the immigrant establishment of Montreal: this, with sundry repairs to the old buildings, amounted to 226*l.* 1*s.* 11*d.* The charge for agencies in both sections of the province, for the same period, has been 1,330*l.* 2*s.* 7*d.* The entire expenditure of the department, therefore, has amounted to the sum of 8,274*l.* 2*s.* 4*d.*, Halifax currency. The funds received to meet this expenditure have been derived from the emigrant tax collected at the ports of Montreal and Quebec, amounting to 4,251*l.* 19*s.* 2*d.*; the imperial vote, and the balance from last season, 4,492*l.* 16*s.*; total 8,736*l.* 6*s.* 10*d.*, Halifax currency.

Many circumstances during the past season have affected unfavourably the situation of the arriving immigrants; and the claims for relief from this department have been proportionably more numerous than in the preceding year. From my monthly reports, and from those received from the different agencies, copies of which have been from time to time transmitted to your Excellency, it is shown that a number, equal to 4,032 adults, were forwarded from this agency, chiefly to Montreal; 5,469 were provided with passages from Montreal to Bytown and Kingston; 4,275 were assisted in proceeding from Bytown upwards, either by the Rideau navigation or the Ottawa; 5,093 were forwarded from Kingston to different ports on Lakes Ontario and Erie; 1,684 have been assisted at Toronto, and 730 at the Hamilton agency, making a total of 21,283 adults who were aided by this department with the means of progress towards their respective ultimate destinations. Of this number 851 received medical treatment, besides a considerable number relieved with provisions. The number of deaths which occurred at the different agencies throughout the province in the course of the season was 49.

A considerable increase in the rates of inland transport has taken place in the past year, more particularly between Montreal and Kingston, the advance on that route being equal to

## REPORT OF THE AGENT FOR EMIGRATION.

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to 60 per cent. This has tended materially to increase the expenditure under this head at the Montreal agency; and owing to an agreement among the steam-boat proprietors on the route from hence to Montreal, the rate for the passage by steamers between these places was fixed at 5 s. each adult, while last year the emigrant was conveyed for 1 s. 3 d. This has, in proportion to last season, thrown on this agency a much larger number of claims than would otherwise have been presented, and increased also the proportionate expenditure involved in their relief. Owing to these numerous and heavy demands on the funds at the disposal of the department, it was found necessary to close several of the agencies in the western section of the province at a date much earlier than usual. Mr. Hawke consequently closed the Cobourg and Port-Hope agency on the 15th August, that of Hamilton on the 31st, and Bytown on the 30th September; conceiving that it was better to deprive settlers of supervision and information, than to withhold from newly arrived immigrants food, transport, or medical attendance.

## CANADA.

Report of the Agent  
for Emigration.

Table No. 8, of the Appendix, furnishes the usual tabular statement of the length of passages from the United Kingdom during the past season, the average of which was 44½ days.

Paper No. 9, furnishes a return of the trades and callings of the male adult emigration of the past season. This table I have been enabled to compile, owing to the improvement which has taken place in the manner of making up the passenger lists. From it will be seen that the proportion of mechanics and tradesmen is about one-eighth of the whole.

From a return received of the arrivals at New York, during the past season, it appears that the emigration to that port has decreased as much, in proportion, as that to this colony. Up to the 1st December, the number of arrivals from the United Kingdom was 25,876, against 51,800 who were reported last year; and the emigration, during the same period, is estimated at 15,000 persons, 3,000 of whom are supposed to have returned with the intention of bringing out their families in the spring. The extreme lowness of the charge for a homeward passage from the port of New York, and the facilities which are afforded by the numerous packet ships, sailing regularly at stated periods, encourage the return to Great Britain of a large proportion of the emigrants who meet with disappointment in their removal to the United States. They permit also the return of many heads of families who leave the mother country, in the first instance, as pioneers. The passage from New York to Liverpool has been, and continues, at the low rate of 10 dollars, inclusive of supplies, and seven dollars without them.

In the weekly reports which have been transmitted to your Excellency, throughout the season, I have had occasion to notice the condition and immediate prospects of the immigrants as they arrived in the country. The beneficial operation of the new Passenger Act has been apparent in the diminished proportion of disease and mortality on the passage from Europe, as well as in the total absence of cases of privation. The state of poverty, however, in which so many of the immigrants landed, could not fail to involve them in some difficulties, and perhaps distress, even under the most attentive superintendence and assistance. It has been fortunate that every article of subsistence has borne an extremely low price, and that there has existed everywhere an abundance of all the necessities of life. These circumstances have precluded the possibility of destitution to any considerable extent, among the recent immigration, and may have permitted opportunities of favourable settlement, in the new districts, to many even of the poorest families.

The existence of a surplus of labour, as compared with the demand, has for some time past offered great discouragement to all immigrants depending on immediate employment for their support. The public works have been constantly supplied with experienced labourers, and have consequently offered no openings for the employment of those recently arrived by this route. There has been also a decreasing demand for agricultural servants in the rural districts. The farmers, of all classes, deterred by the low prices borne by their produce, and the doubtful prospects of future markets, have been disposed to diminish the scale of their operations, and avoid liability to be called upon for money payments. In almost every line of employment the amount of labour sought for has been lessened. A progressive reduction of the wages of every class of operatives has been necessarily experienced; and although from the cheapness with which their wants may be supplied, mechanics and labourers of experience and character, who remain in steady employment, may find their resources but little diminished, the result following such a change is much more detrimental to the immigrant, whose employment must be casual, and whose situation necessarily precludes the best economy and management of his means.

Had the number of families depending on early employment, compared with the aggregate immigration of the year, not been very much less than in former seasons, there must have arisen great difficulty in their distribution and maintenance. There has been amongst the labourers on some of the public works occasional distress, arising from interruption in their employment. These persons, as I have already mentioned, however, do not come within the class to which the attention of the department is principally directed. Indeed their knowledge of the country relieves them from many disadvantages to which the entire stranger may be subjected.

The information which I have from the several districts of the province leads me to feel confident that, under every unfavourable circumstance existing, there is no extensive distress



## CANADA.

Report of the Agent  
for Emigration.

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press amongst the recent immigrants; and the certain, although perhaps slow, approach that the country is making towards the establishment of just relations amongst its various interests, encourages the hope of an early return of favourable prospects for all classes of the population. The general depreciation which affects agricultural produce deters the established settler from extending his "improvements," by means of hired labour; but on the other hand, it permits the labourer to undertake settlement on waste land with smaller resources, and offers him comparative facilities in his subsequent progress. Though the wages of the latter, therefore, remain less in amount than they have been in former years, it will not necessarily follow that he is to be confined for a longer period to his dependent occupation. I venture to anticipate, on the contrary, that the prospects of relief which industrious and frugal immigrants have formerly seen, in their removal to this country, will remain still open to them; and that, if occasional revulsions and temporary difficulties are not to be wholly prevented, the province may yet anticipate continued means to maintain the natural internal movement, by which the labourer of energy and moderate intelligence has always, hitherto, been advanced to the condition of an independent settler.

In this favourable view of the probable future state of the province I am entirely borne out by Mr. Hawke, chief agent for the western section, whose Report on this subject, copy of which will be found in Appendix, Paper No. 12, has been already transmitted to your Excellency.

Mr. Hawke's experience, and his immediate connexion with that portion of the province, enable him to offer an undoubtedly accurate view of its condition and prospects; and his observations are well worthy the attentive consideration of all persons proposing to emigrate to this colony.

In the conduct of the business of the department in my charge, I have constantly kept in view the necessity of a strict economy. This has been practised as well in the arrangement under which immigrants generally receive superintendence and advice, as in the distribution, to those who require it, of the assistance that I am empowered to afford. In performing these duties, also, the chief agent for the western section of the province, and the local agents at the several points, have made every exertion to keep the expenditure as low as possible. The nature of the direct relief afforded, however, and the manner in which the funds raised under the Provincial Act are required to be appropriated, in some measure tend to increase rather than to diminish the proportion which the claims for assistance bear to the annual immigration. I cannot fail to perceive that the aid afforded by the department in the inland transport of persons unpossessed of the means themselves to defray its expense, is, in many instances, counted on by the emigrant previously to his departure from Europe; and particularly, that persons already in the province, and acquainted with the liberality of the Government in this respect, transmit to their families or friends sums sufficient only to defray their passages to this port, instructing them that on arrival they are to practise deception, and through it obtain what may be necessary for their further progress. I trust the experience and assiduity of the officers of the department are sufficient to protect it from extensive injury in this manner; but I may adduce these facts, as discouraging the expectation that the proportionate extent of the claims to which it is subject will be diminished for the future.

A circumstance also connected with this subject may be alluded to as threatening increased proportionate expense of transport. In the course of the season I had occasion to bring to your Excellency's knowledge the enhanced charges made by the forwarding establishments at Montreal. Since that time, the competition has been even further lessened; and the result may be an advance upon the last established rates. If such should take place, a material difference in the amount of expenditure under this head must be found in a future season of equally extensive immigration.

Your Excellency's caution, that the disbursements of the department should be, on no account, permitted to exceed its resources, was strictly attended to. The comparative early closing of some of the inland agencies, and some other measures of restriction on the outlay, succeeded in confining it to the legal amount; and the financial statements which are furnished in the former part of this Report, show that a balance will remain unappropriated, on the discharge of all the liabilities incurred to the close of the year. The smallness of the amount unexpended, however, will suggest to your Excellency, that had the season presented an immigration at all correspondent to that of the previous year, the appropriation of the Imperial Parliament, in aid of the Provincial Emigrant Fund, must have proved insufficient completely to effect the object to which it is directed; and that a want of funds at the disposal of the Emigrant department would have permitted much distress.

The circumstances under which the province is now placed, in reference to its means of advantageously employing a large immigration of the poorer classes, are certainly far from favourable; and it may be expected that the contraction of the field for labour has become well known in Great Britain and Ireland. I am aware, also, that the remittances made through the banks and other channels of communication, by settlers in this country, to their connexions at home, to enable them to emigrate, are diminished greatly in their amount. On the other hand, the causes which tend to produce in the classes of mechanics, manufacturing operatives, and labourers, of Great Britain and Ireland, the disposition to emigrate

## REPORT OF THE AGENT FOR EMIGRATION.

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emigrate continue to a great extent unremoved ; and there is no appearance of a reduction in the facilities which a large commercial fleet in want of outward freight always offers for their removal to this country. Unless, therefore, peculiar temporary circumstances should occur at the season when the bulk of the emigration leaves the British ports, there would not appear to be proper ground for anticipating that the province will fail to receive its generally large proportion, or that the condition of the immigrants will be such as to relieve the funds of the Emigrant department from numerous and expensive claims.

CANADA.

Report of the Agent  
for Emigration.

The facilities which the province offers to persons possessing the capital requisite for their establishment as settlers, independently of all casual resources, are very ample in every district. Waste land is obtainable from the Crown, the land companies, and private individuals, for moderate prices. In the case of purchase from the Crown the amount is required to be paid in hand ; but in all other instances very easy terms of payment are permitted. The Canada, and the British American land companies, indeed, have extended their openings to settlers so far as to afford lands without the receipt in hand of any part of their price. The former grants leases of lots in the Huron tract, for the term of 12 years, the rent being 5*d.* per acre for the first year, and increasing in the ratio of about two-fifths per annum for the subsequent period, at the expiration of which a deed in fee-simple is granted to the purchaser without further payment. The latter disposes of waste land at the price of about 8*s.* sterling per acre, payable by four annual instalments ; the first being due only at the end of 10 years from the date of purchase, and the interest simply being in the meantime required of the purchaser. These terms appear likely to facilitate, very materially, the settlement of the poorest families who seek this object. Indeed, the great numbers who have taken advantage of the terms offered by the land companies, in both parts of the province, show that there exist no longer material obstacles to the acquisition of land ; and that if this had been the only point of difficulty hitherto encountered, the attainment of independent circumstances, by every class of our immigrants who possess industry, energy, and thrift, must be henceforth fully permitted.

In concluding this Report, in which I have endeavoured to comprehend a review of every point of interest connected with the department that is intrusted to my superintendence, I have to trust that it may receive your Excellency's favourable consideration.

I have, &c.

(signed) A. C. Buchanan, Chief Agent.



APPENDIX.

No. 1.

WEEKLY ARRIVALS of EMIGRANTS at *Quebec* and *Montreal*, during the Year 1843, specifying the Number of Adults, Males and Females; also the Male and Female Children under Fourteen and Seven, as well as the Number of VOLUNTARY EMIGRANTS, and those that received Parochial Aid.—(In this Return the Deaths on the Voyage and in Hospital are deducted.)

WEEK ENDING.	Adults.		Under 14 Years.		Under 7 Years.		Parochial Aid.	Volun- tary.	TOTAL each Week.
	M.	F.	M.	F.	M.	F.			
From 26 April to 13 May	195	135	33	34	34	38	-	469	469
May 20 - -	245	163	71	50	58	55	80	562	642
— 27 - -	1,906	1,382	377	334	405	388	392	4,400	4,792
June 10 - -	636	472	114	105	126	132	75	1,510	1,585
— 17 - -	135	86	56	42	37	35	254	137	391
— 24 - -	725	672	181	173	180	177	679	1,429	2,108
July 1 - -	1,023	877	174	198	173	184	12	2,617	2,629
— 8 - -	351	268	61	79	80	76	173	742	915
— 15 - -	572	461	98	101	96	117	4	1,441	1,445
— 29 - -	383	293	82	74	67	91	76	914	990
August 5 - -	285	223	73	58	65	59	139	624	763
— 12 - -	268	162	41	42	60	65	192	446	638
— 19 - -	237	245	72	64	78	71	17	750	767
Sept. 2 - -	201	182	54	40	38	53	12	556	568
— 16 - -	194	155	38	46	48	47	36	492	528
— 23 - -	175	195	44	38	57	60	-	569	569
— 30 - -	194	157	42	48	57	63	171	390	561
Oct. 14 - -	125	129	40	35	23	25	7	370	377
Nov. 4 - -	51	59	24	18	16	19	6	181	187
	7,901	6,316	1,675	1,579	1,698	1,755	2,325	18,599	20,924
Cabin Passengers - - - -									803
TOTAL - - - -									21,727

Emigrant Department  
Quebec, 30 December, 1843.

A. C. Buchanan, Chief Agent.

No. 2.

RETURN of the NUMBER of EMIGRANTS Embarked, with the Number of Deaths and Births during the Voyage, and in Quarantine, showing the Total Number landed in the Colony, distinguishing Males from Females, and Adults from Children; with the Number of Vessels and Average Passage of these carrying over 12 Adult Steerage Passengers.

	Number of Ships.	Average Passage.	Number Embarked.						Number of Deaths during the Voyage and in Quarantine.					
			Adults.		Under 14 Yrs.		Under 7 Yrs.		Adults.		Under 14 Yrs.		Under 7 Yrs.	
			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
From 26th April to the 31st July.	185	43½	6,108	4,772	1,228	1,182	1,268	1,300	9	11	1	3	24	18
From 1st August to the 4th Nov.	94	47½	1,623	1,417	403	367	435	452	4	1	-	-	9	-
From the Lower Ports.	-	-	183	139	45	33	19	11	-	-	-	-	-	-
	279	45½	7,914	6,328	1,676	1,582	1,722	1,763	13	12	1	3	33	18

	Number of Births.		Total Landed in the Colony.						TOTAL.	
			Adults.		Under 14 Years.		Under 7 Years.			
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
From 26 April to 31 July -	7	5	6,099	4,761	1,227	1,179	1,251	1,287	8,577	7,227
From 1 Aug. to the 4 Nov.	2	5	1,619	1,416	403	367	428	457	2,450	2,240
From the Lower Ports -	-	-	183	139	45	33	19	11	247	183
	9	10	7,901	6,316	1,675	1,579	1,698	1,755	11,271	9,650

Deaths in Hospital - - 26  
On the Voyage - - 54  
TOTAL Deaths - - 80

Number Steerage - - 20,921  
Ditto Cabin - - 803  
TOTAL - - 21,727

Emigrant Department,  
Quebec, 30 December 1843.

A. C. Buchanan, Chief Agent.

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No. 3.

NAMES of PORTS from which EMIGRANTS came during the Years 1842 and 1843.

ENGLAND.			IRELAND.			SCOTLAND.		
	1842 :	1843 :		1842 :	1843 :		1842 :	1843 :
Abercystwith - - -	197	25	Ballyshannon - - -	34	113	Annan - - - - -	-	37
Bristol - - - - -	535	125	Baltimore - - - -	198	88	Aberdeen - - - -	495	300
Bideford - - - - -	142	340	Belfast - - - - -	4,636	3,130	Alloa - - - - -	27	3
Bridgewater - - -	98	9	Bantry - - - - -	-	20	Berwick - - - - -	33	-
Cowes - - - - -	258	-	Cork - - - - -	1,875	417	Banff - - - - -	-	32
Fowey - - - - -	233	63	Donegal - - - - -	871	302	Carmarthen - - -	25	-
Falmouth - - - - -	195	17	Dublin - - - - -	2,081	953	Dundee - - - - -	164	413
Gloucester - - - -	94	87	Galway - - - - -	409	78	Glasgow - - - - -	3,797	3,074
Hull - - - - -	578	739	Killala - - - - -	392	494	Grangemouth - -	3	-
Hartlepool - - - -	-	11	Larne - - - - -	277	-	Greenock - - - -	546	590
London - - - - -	1,035	1,069	Limerick - - - - -	4,021	840	Kirkaldy - - - -	-	2
Liverpool - - - - -	5,823	2,312	Londonderry - - -	2,200	1,126	Leith - - - - -	150	126
Lancaster - - - - -	32	-	Newport - - - - -	424	-	Montrose - - - -	-	13
Lynn - - - - -	-	14	New Ross - - - - -	653	164	Stornoway - - -	192	-
Mary Port - - - - -	-	12	Newry - - - - -	1,547	389	Skye, Isle of - -	13	-
Newcastle - - - - -	1	18	Sligo - - - - -	2,897	866	Thurso - - - - -	442	128
Newport - - - - -	-	8	Tralee - - - - -	498	131			
Padstow - - - - -	1,173	279	Westport - - - - -	898	140			
Plymouth - - - - -	1,207	758	Wexford - - - - -	244	15			
Poole - - - - -	13	20	Waterford - - - -	1,291	320			
Penzance - - - - -	7	5	Youghal - - - - -	24	47			
Portsmouth - - - -	-	2						
Scarborough - - - -	39	27						
Stockton - - - - -	101	58						
St. Ives - - - - -	90	-						
Southampton - - -	-	26						
Swansea - - - - -	4	-						
Truro - - - - -	-	7						
Weymouth - - - - -	-	22						
Yarmouth - - - - -	24	76						
Steerage - - - - -	11,879	6,129	Steerage - - - - -	25,470	9,633	Steerage - - - -	5,887	4,718
Jersey - - - - -	-	14	Cabin passengers -	62	95	Cabin passengers -	208	248
Cabin passengers -	312	356						
TOTAL - - - - -	12,191	6,499	TOTAL - - - - -	25,532	9,728	TOTAL - - - - -	6,095	5,006

LOWER PORTS:			1842 :	1843 :
New Brunswick, Miramichi, and ports in the Gulf of St. Lawrence	-	-	524	430
Cabin passengers	-	-	32	64
TOTAL - - - - -	-	-	556	494

Emigrant Department, Quebec, 30 Dec. 1843. A. C. Buchanan, Chief Agent.

No. 4.

COMPARATIVE STATEMENT of the NUMBER of EMIGRANTS arrived at Quebec since the Year 1829, inclusive.

Places of Departure.	1829.	1830.	1831.	1832.	1833.	1834.	1835.	1836.
England and Wales - - -	3,565	6,799	10,343	17,481	5,198	6,799	3,067	12,188
Ireland - - - - -	9,614	18,300	34,133	28,204	12,013	19,206	7,108	12,590
Scotland - - - - -	2,643	2,450	5,354	5,500	4,196	4,591	2,127	2,224
New Brunswick and Nova Scotia, and ports in the River St. Lawrence - - - -	123	451	424	546	345	339	225	235
Continental ports - - -	-	-	-	15	-	-	-	485
	15,945	28,000	50,254	51,746	21,752	30,935	12,527	27,772
Places of Departure.	1837.	1838.	1839.	1840.	1841.	1842.	1843.	TOTAL.
England and Wales - - -	5,580	990	1,586	4,567	5,970	12,191	6,499	102,823
Ireland - - - - -	14,538	1,456	5,113	16,291	18,317	25,532	9,728	232,143
Scotland - - - - -	1,509	547	485	1,144	3,559	6,095	5,006	47,430
New Brunswick and Nova Scotia, and ports in the River St. Lawrence - - - -	274	273	255	232	240	556	494	5,012
Continental ports - - -	-	-	-	-	-	-	-	500
	21,901	3,266	7,439	22,234	28,086	44,374	21,727	387,908

Emigrant Department, Quebec, 30 Dec. 1843. A. C. Buchanan, Chief Agent.  
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No. 5.

RETURN of the NUMBER of EMIGRANTS admitted at the Quarantine and Marine Hospitals, from 1st May to the close of the Navigation 1843.

	Quarantine Hospital.			Marine Hospital.		
	Admitted.	Discharged.	Died.	Admitted.	Discharged.	Died.
Men - - - -	55	52	3	65	63	2
Women - - -	63	59	4	59	54	5
Children - - -	127	115	12	12	12	-
	245	226	19	136	129	7

Emigrant Department, }  
Quebec, 30 December 1843.

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No. 6.

DISTRIBUTION of EMIGRANTS arrived at Quebec in the Year 1843, as near as can be ascertained.

CANADA EAST.		
City and District of Quebec - - - - -	200	
District of Three Rivers and St. Francis, including the Eastern Townships -	400	
City and District of Montreal, including Beauharnois, St. Andrews, and Grenville - - - - -	600	
		1,200
CANADA WEST.		
Ottawa and Bathurst Districts, and along the line of the Rideau Canal, including Bytown - - - - -	1,530	
The Eastern and Johnston Districts, and along the route of the St. Lawrence - - - - -	860	
The Midland, Victoria, and Prince Edward's Island Districts, and up the Bay of Quinte, and in the vicinity of Kingston - - - - -	1,685	
Landed at Cobourg, Port Hope, Windsor, Darlington, and settled in the Newcastle District - - - - -	1,539	
Landed at Toronto, and settled in the Home and Gore Districts - - -	7,500	
Niagara District, including St. Catherine's, and along the Welland Canal -	2,000	
The Huron Tract and in the London District - - - - -	1,800	
Went to New Brunswick and Prince Edward's Island, and to ports of the Gulf of the St. Lawrence - - - - -	150	
Supposed to have gone to the United States - - - - -	1,800	
Returned to the United Kingdom - - - - -	200	
Distribution unknown - - - - -	660	
		19,724
TOTAL - - -		20,924

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No. 7.

CANADA.

NUMBER of PAUPERS and Others who received the Means to Emigrate during the Year 1843.

Appendix to  
Report of the Agent  
for Emigration.

VESSELS' NAMES.	WHERE FROM.	DATE of ARRIVAL.	ENGLAND.		IRELAND.	SCOTLAND.
			Poor Law Commis- sioners.	Parish and Private Funds.	Landlords and Private Funds.	Societies and other Funds.
Belle - - -	Padstow - -	19 May -	- -	76	-	-
Industry - - -	Penzance - -	- - -	- -	4	-	-
Governor - - -	Limerick - -	23 May -	- -	-	9	-
Resource - - -	London - -	- - -	89	-	-	-
Perseverance - - -	Dublin - -	26 May -	- -	-	131	-
Sisters - - -	London - -	- - -	163	-	-	-
Ann - - -	New Ross - -	8 June -	- -	-	20	-
Brilliant - - -	Glasgow - -	9 June -	- -	-	-	47
St. Ann - - -	Bideford - -	- - -	- -	8	-	-
Jane Duffis - - -	Glasgow - -	16 June -	- -	-	-	254
Bona Dea - - -	Glasgow - -	23 June -	- -	-	-	445
Industry - - -	Dublin - -	- - -	- -	-	83	-
Romulus - - -	Greenock - -	24 June -	- -	-	-	151
Fergus - - -	Hull - -	28 June -	- -	12	-	-
Toronto - - -	London - -	5 July -	173	-	-	-
Coolock - - -	Dublin - -	11 July -	- -	-	4	-
New Brunswick - - -	Hull - -	20 July -	- -	10	-	-
Mary Campbell - - -	Liverpool - -	- - -	- -	66	-	-
Tay - - -	Greenock - -	2 August -	- -	-	-	118
Florence - - -	Plymouth - -	3 August -	- -	21	-	-
Burrell - - -	London - -	9 August -	120	-	-	-
Clyde - - -	Liverpool - -	- - -	- -	16	-	-
Baltic - - -	Yarmouth - -	11 August -	56	-	-	-
Lady of the Lake - - -	Liverpool - -	19 August -	- -	17	-	-
Royal Adelaide - - -	Fowey - -	22 August -	- -	12	-	-
George - - -	Lacklaxford - -	7 Sept. -	- -	-	-	36
Amazon - - -	London - -	24 Sept. -	58	-	-	-
Henry - - -	Dublin - -	- - -	- -	-	113	-
Pearl - - -	London - -	9 Oct. -	- -	7	-	-
Arab - - -	Bideford - -	25 Oct. -	- -	6	-	-
			659	255	360	1,051

TOTAL - - - 2,325

Emigrant Department, Quebec, }  
30 December 1843. }A. C. Buchanan,  
Chief Agent.

No. 8.

ABSTRACT of AVERAGE LENGTH of PASSAGES made by Vessels with Emigrants, carrying over  
12 Adult Steerage Passengers from the United Kingdom to Quebec, during the Year 1843.

	Number of Vessels.	Shortest Passage.	Longest Passage.	Average Passage.
March 29 to 31 - - -	1	28	28	28
April - 1 to 15 - - -	39	27	50	39
" 16 to 30 - - -	34	27	55	34 $\frac{1}{2}$
May - 1 to 15 - - -	32	28	67	45 $\frac{1}{2}$
" 16 to 31 - - -	20	33	83	48 $\frac{1}{2}$
June - 1 to 15 - - -	12	37	88	52 $\frac{1}{2}$
" 16 to 30 - - -	6	37	55	48
July - 1 to 15 - - -	7	37	49	43
" 16 to 31 - - -	11	35	68	54
August 1 to 15 - - -	7	34	71	49 $\frac{1}{2}$
" 16 to 31 - - -	10	38	57	46
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Average, 44  $\frac{1}{2}$  days.Emigrant Department, Quebec, }  
30 December 1843. }A. C. Buchanan,  
Chief Agent.



Appendix to  
Report of the Agent  
for Emigration.

RETURN of the TRADES or CALLINGS of IMMIGRANTS who arrived at the Ports of *Quebec*  
and *Montreal*, during the Season 1843.

[illegible]

*A. C. Buchanan,*  
Chief Agent.

## No. 10.

EXTRACTS from the several WEEKLY REPORTS made to the Governor-General by the  
Chief Agent for Emigrants at *Quebec*.

WEEK ending 13th May 1843.

THE emigrants arrived to this date, have all landed in excellent health. They consist of farmers, mechanics, and a few labourers, and with the exception of a few poor families in the "Borneo," from Limerick, and "Aberdeen," from Liverpool, are in good circumstances. Over three-fourths have emigrated for the purpose of joining their friends, settled in the different sections of the province, the others are principally mechanics in search of employment.

The above vessels have all had very favourable passages, the average length being only 29 days.

WEEK ending 20th May.

THE emigrants arrived during the past week, have all landed in excellent health. They are chiefly English, and with the exception of a few families in the "Bell," from Padstow, and "Ireland," from Gloucester, all were able to pay their way. They consist of farmers and mechanics, and nearly all have their friends settled in different sections of the province. Among the passengers per the "Bell," from Padstow, were eight families, amounting to 60 persons, who were aided to emigrate by the parishes of St. Columb Major, St. Evil, and St. Mervin; two families received 20*l.* sterling, one 15*l.*, one 8*l.*, three 6*l.*, and one 5*l.*, to aid them in preparing for their voyage, and towards paying their passage and providing food. One other family was assisted out of charitable funds to the extent of 4*l.* They are going to join their friends in the township of Whitby. These families had expended their means, and landed here destitute, not one of them being able to pay their passage even as far as Montreal. The heads of three of the families were stone masons, and one a joiner; but no immediate employment for them offering here, and all having large families, I furnished them with a free passage to Montreal.

It is much to be regretted, that in thus enabling these poor families to emigrate, the system now so generally in use among the English parishes, who send out their poor to this country, was not adopted, viz., providing them, on landing here, with the means of a few days' support, or enabling them to prosecute their journey into the interior, and thus relieving them from a state of immediate dependence on charity on their first landing.

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All the Irish emigrants have relations settled in the province, a considerable number remain in this district, and a few are going to the eastern townships.

WEEK ending 27th May.

Four thousand eight hundred steerage, and 106 cabin passengers landed at this port, during the past week, all in good health. The vessels have all made remarkably fine passages, the average being only 38 days. They have also been well supplied with provisions; and not a single complaint has been made to this office. The emigrants consist of the usual proportion of farmers, labourers, and mechanics. Many of the former class are in comfortable circumstances, and intend settling in the western section of the province.

The emigrants from the ports of Bristol, Plymouth, Hull, and Aberdeen, are generally of the better class, and all are able to defray their own expenses. The greater part of them have friends and relations settled in the western section of the Province, where they intend to settle. The passengers from the ports of Cork, Limerick, Newry, and Dublin are principally of the labouring class, and many of them very poor. Twenty families, numbering 131 persons, were aided by their landlords to emigrate, and came out in the "Perseverance" from Dublin. They were furnished with a free passage and 5s. each, to aid them in procuring provisions. They all landed here penniless, and were forwarded by this department to their friends, who chiefly reside at St. Catharine's, Upper Canada.

In the "Resource" and "Sisters," from London and Portsmouth, were 359 passengers, 252 of whom were sent out under the sanction of the Poor Law Commissioners. They were well provided for during the voyage, and were forwarded to Montreal at ship's expense, and received the usual landing money, 20s. sterling each adult, to enable them to proceed to their respective destinations.

In the barque "Elutheria," from Glasgow, were a number of poor Scotch families, members of the Emigration Society. They had all secured their passage to Montreal in the vessel, and have friends in the Bathurst, Huron, and Gore districts. There are also a few farmers among them, with good means.

Employment has been very abundant in this neighbourhood during this last 10 days, and will likely continue so for a few weeks longer. Labourers readily obtain from 3s. 6d. to 4s. per day about the coves, and on board ships; but this will only last during the present busy period, caused by the arrival of so many vessels. The demand for labour in the rural districts is by no means abundant, and the rates of wages among the farmers range from 2s. to 2s. 6d., without board. Among the cabin passengers arrived during the past week, are several highly respectable families, who intend to settle in the eastern townships. The total number of persons forwarded this season to Montreal from this agency, at Government expense, is 120 men, 187 women, and 254 children under 12 years, at a cost of about 50l. currency.

WEEK ending 10th June.

THE emigrants who have arrived here since the 28th instant, consist chiefly of labourers and farmers, more than three-fourths of whom are coming out to join their friends. All these vessels have had fine passages, the average being 37 days; and the passengers have landed in good health.

One hundred and seventy-one passengers were brought up in the schooner "President," from the wreck of the ship "Tom Moore," of Belfast. This vessel was lost on the 24th May, on White Island Reef; the passengers were saved, but lost the greater part of their luggage. Captain Milligan was fortunately able to engage this schooner to bring them up to Quebec; and, owing to the distressed condition in which many of these poor people landed, I had to extend assistance to 92, to enable them to join their friends.

The passengers per "Gazelle," from Donegal, consist of labourers, and a few tradesmen. A large number of her passengers are very poor; and assistance was given to 97, to enable them to proceed to their friends in Canada West.

The passengers per "Amazon," from Hull, are respectable agricultural labourers; the chief part are proceeding to Canada West, and a few to the neighbourhood of Montreal; only one family of six persons require assistance.

One hundred and twenty-three passengers in the "John Francis," from Cork, are labourers, and were able to pay their way, with the exception of 17, who were provided with a free passage to Montreal. The emigrants by the Lavinia, from Stockton, are all in good circumstances, and intend settling in Canada West. Two hundred and five passengers in the "Envoy," from Londonderry, are farmers and labourers; among them are some respectable families who have capital, and intend settling in the western part of the province; but many of the others are poor; 48 souls from this vessel were assisted to proceed up the country to their friends. The passengers per "Ann," from New Ross, are poor; they have friends settled in the Ottawa and Bathurst district. In the "Brilliant," from Glasgow are 10 families, 47 souls, who were aided to emigrate by their landlords, from Johnson Village, near Glasgow. They were all supplied during the voyage, and proceeded to Montreal in the vessel. They intend settling in the Gore and Wellington districts, and have been strongly recommended to this department as moral and industrious people. The remaining passengers by this vessel are also hardworking labourers, but all very poor, and depending on immediate employment for their support. They are desirous of proceeding to Canada West.

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In the "St. Ann," from Bideford, are some respectable farmers and farm labourers, who, with the exception of four families, were all able to pay their way; they are going to the Huron and Newcastle districts to friends. A few go to Ohio and Illinois. The passengers from Dublin and Galway are labourers, with a few tradesmen. Those in the "Naparima" are generally in good circumstances. About 30 of those from Galway required assistance to enable them to proceed up the country.

## WEEK ending 17th June.

THE emigrants arrived during the past week have all landed in good health. Those by the "Jennie Deans" and "Mahaica" consist of farmers and mechanics, the greater part of whom have friends in the country. They proceeded to Montreal in the vessel.

In the "Jane Duffis," from Glasgow, were 254 passengers, members of the four emigration societies, viz. Parkhead, Cumlachie, Hamilton, and Gavan, all from the city and neighbourhood of Glasgow. They have been enabled to emigrate by the assistance received from private individuals, and from funds raised by public subscription. They consist of 50 families and six single men, all weavers; and as far as I have been able to learn, there is not a family among them with means sufficient to take them as far as Montreal. Over two-thirds are women and children; and as no possible chance of procuring them employment in this section of the province at present exists, I have forwarded the whole party to Montreal, and instructed the agent there to give them every assistance to reach their respective destinations, more particularly those who have friends in the country. Their destination is as follows: two families, 12 in number, to the neighbourhood of Montreal; 11 ditto, 52 persons, to Toronto; 18 ditto, 91 persons, to Hamilton; and four families, 25 persons, wish to go as far as Goderich.

This vessel was fined by the collector of customs 40*l.* for having an excess of eight passengers over her complement, according to her superficial measurement.

In the brig "Mary Ann," from Bideford, were 22 passengers, chiefly farmers. This vessel landed 60 of her passengers at Charlotte Town, Prince Edward's Island. The master has incurred the penalties of the Imperial Act, in not having her deck or platform constructed according to law; and I have lodged the necessary information in the hands of the Crown officer for prosecution, of which, when closed, a separate report will be forwarded for the information of his Excellency.

I regret to have to report that, from the accounts I have received from the western section of the province, the demand for labourers is very scarce, and mechanics also find great difficulty in obtaining employment. Numbers of labourers, and the higher description of mechanics, have returned here (after having proceeded as high as Toronto), in hopes of procuring employment, or, if their means admit of it, of returning home. There is no means of ascertaining the numbers who return, with any degree of correctness; but I should estimate them, to this date, at from 75 to 100; and many more would go, but they have not the funds.

The following is an extract from a report received from Mr. Hawke, a few days since:—"We have succeeded in distributing the emigrants so far without any difficulty; fortunately three-fourths of them have friends in the section of the province to which they are bound. This section of the province never held out less encouragement to labouring emigrants than at present."

## WEEK ending 24th June.

Two thousand one hundred and fourteen emigrants arrived here during the past week, (all Irish and Scotch), and landed in good health. The average passage of the week was 43 days.

In the brig "Pomonia," from Dublin, were a few respectable families, who are proceeding to join their friends in Canada West. The passengers per "Oberon" and "Creole," from Londonderry, 525 in number, are chiefly farmers and labourers; and nearly all have friends settled in different sections of the province, principally in the Bathurst, Midland, Newcastle, and Home districts. Sixty-two passengers from these two vessels required assistance to proceed upwards, the remainder went on at their own expense.

On board the barque "Blonde," from Glasgow, and "R. Stewart," from Greenock, were some respectable Scotch farmers and mechanics, in good circumstances. They are proceeding to join their friends in Dalhousie and Bathurst districts; and others go to the Newcastle, Home, and London districts; about 20 disembarked at this port, bound to their friends in Leeds and Inverness.

One hundred and fourteen passengers per the "Nerio," from Limerick, are principally labourers, and a few mechanics. One family is going to Albany, the remainder to the neighbourhood of Bytown, Kingston, Toronto, and the London district. One hundred and forty-six passengers per the "Warrior," from Killala, are labourers, and many of them very poor; from 10 to 12 intend to go to the United States, the remainder to different parts of the upper province. Forty persons by this vessel were provided with a free passage to their friends.

The passengers per "Dromahair" from Sligo, 144 in number, landed in good health; they are all labourers, and, with the exception of a few families who are desirous of going to St. John's, New Brunswick, are going to Canada West. Thirty-eight of the passengers were forwarded on their route by this department. In the "Bona Dea" and "Romulus" were 596 passengers from Glasgow, part of 18 emigration societies founded in that city during

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during the past winter. They are in connexion with a party of emigrants who arrived here this spring in the "Jane Duffis," "Brilliant," and "Elutheria," numbering in all about 900 passengers. The surplus fund, after defraying their expense to this port, amounting to 70 *l.* sterling, was remitted to this office to aid their transport into the interior. These people are represented to me (which is fully confirmed by their appearance) as intelligent and industrious, although all very poor. A large number of them have friends settled in different sections of the province; viz. in the Bathurst, Gore, and London districts. As no employment exists in this section of the province, I forwarded all those with families, at the expense of this department, to their friends. The draft for 70 *l.* sterling, equal to 84 *l.* currency, has been applied towards this purpose.

The passengers per "Industry," from Dublin, are all labourers; 15 families, 83 souls, were sent out by their landlord. He paid their passage and gave them 5 *s.* each to procure clothes and necessaries for the voyage. Many of these poor families were in the lowest state of poverty, without money or provisions; and a large portion of them consisted of old women and children, unable to earn a livelihood, even if employment were offered to them. They stated that they had friends residing in the neighbourhood of St. Catherine's, Niagara district. These people were all forwarded at the expense of this office.

## WEEK ending 1st July.

THE emigrants arrived during the past week are chiefly from Ireland. Of 1,008 male adults, 390 are farmers, 463 labourers, 139 mechanics and tradesmen, and the remainder, 16, are servants. They all landed in good health; and the average passage for the week was 49 days. The emigrants from the port of Sligo, 492 in number, are chiefly labourers, many very poor. They nearly all have friends settled in different sections of the province. Over two-thirds of the passengers by this vessel are women, and children under 12 years. I was under the necessity of assisting 170 of them with a passage up the country to reach their friends.

The passengers per "Elizabeth," from Londonderry, 173 in number, consist of farmers and labourers who, with few exceptions, appear to have friends settled in different sections of the province. A number of them are very poor; 38 persons, chiefly women and children, were assisted from this office.

In the "Independence" and "Leitia Heyn" were 726 passengers; among whom were some respectable farmers and farm-labourers. The greater portion have their friends in the country, to whom they are about to proceed. There are also a considerable number of poor on board these two ships; and I found on examination, that 160 on board the former, and 90 in the latter vessel, stood in need of relief. These were all persons with families, who were going to join their husbands.

In the "Margaret Bogle," from Leith, and "Lady Kennard," from Dundee, were a small number of rather respectable and intelligent emigrants; they consist of farmers and mechanics, and all appear to have sufficient means to pay their way to their respective destinations in Canada West. One hundred and twenty-eight passengers per the brig "Symmetry," from Thurso, are in good circumstances; four families, 18 persons, are going to Prince Edward's Island and Pictou, the remainder to different sections of Canada West, principally to the Newcastle and Home districts. There were some very respectable farmers on board the barque "Fergus," from Hull; these people were all abundantly supplied, and a few of them possessed considerable capital; they all proceeded up the country. Some are going to the London and Western districts to join their relations.

The passengers per the "Ann," from Donegal, the "Constitution," and "Hannah," from Killala, 347 in number, are principally labourers, and a few farmers; they are all proceeding to the Upper Province, to friends. About 106 passengers from these three vessels required assistance to enable them to proceed.

The passengers from Liverpool, 256 in number, consist of English, Scotch, Welsh, and a few Irish; they are principally agricultural labourers, and are proceeding to different sections of the province. A few are going to friends in the United States.

Employment, I regret to state, is very scarce in this section of the province; and the emigrants who have not a destination in view, or friends in the country before them, find great difficulty in procuring subsistence. Wages for labourers in this quarter may be stated at 2 *s.*, although, if employment offered, plenty of hands could be got at from 20 *d.* to 22 *d.* per day. The farmers throughout this district and the eastern townships are not employing any hands. The prices of all farm stock and produce are so low that they cannot afford to pay hired labourers; it therefore may be considered a fortunate circumstance that such a decrease in our emigration has taken place this season, more particularly of the poor classes, who are depending on immediate employment for their support. Mechanics, such as blacksmiths, carpenters, tailors, and shoemakers, find it equally difficult with the labourer to procure employment.

## WEEK ending 8th July.

THE emigrants arrived during the past week landed in good health, the average passages of the week being over 48 days. Those on board the "Thompson," from Westport, are chiefly labourers, and many of them very poor; out of 140 passengers on board this vessel, 64 required assistance to enable them to proceed to their friends; one family is going to the state of New York. Three hundred and fifty-five passengers in the "Arabian," from Belfast,

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Belfast, landed in good health, and were well supplied during the voyage. From 20 to 30 families on board this vessel have brought out capital, varying from 30 *l.* to 100 *l.* each; they intend settling on lands in Canada West. Many of the other families being very poor, and unable to proceed to their friends, 127 were aided to reach Montreal, and seven to Port St. Francis.

One hundred and seventy-three of the passengers in the "Toronto," from London, were sent out under the sanction of the Poor Law Commissioners. They were well supplied during the voyage, and received their landing-money, 20s. sterling each adult, and a free passage to Montreal, at ship's expense; their route is to the western section of the province.

The emigrants on board the "Albion," also from London, are agricultural labourers and farmers; they appear in good circumstances, and are all proceeding to different sections of Canada West.

In the brig "Hero," from Tralee, were 121 passengers, all healthy, but in appearance they are the poorest party of emigrants landed here this season. They all have friends in different sections of the province, but were without the means of proceeding from this port. I was consequently under the necessity of forwarding upwards of 100 of them to their friends.

## WEEK ending 15th July.

THE emigrants arrived during the past week are about two-thirds labourers; the remainder are farmers and mechanics. Their health has in general been very good, and the average length of passage 49 days.

The passengers per "John and Robert," from Belfast, 266 in number, are nearly all of the labouring class, and, with few exceptions, have friends in the country; they are proceeding principally to Canada West. A large number of these people were very poor, and 107 persons were assisted with a free passage to enable them to join their friends.

The passengers per "Coolock," from Dublin, 128 in number, consist of 10 farmers and 36 labourers, and are all proceeding up the country; 27 persons by this vessel were forwarded to Montreal. The passengers per "Carricks," from Sligo, are all labourers, and have emigrated to join friends. Three families, 15 in number, are going to New York, the remainder to different parts of Upper Canada. They are very poor, and 60 persons required assistance to enable them to proceed from this place.

One hundred and twenty-four passengers per "Chieftain," from Liverpool, are mostly farmers, all landing in good health. They are proceeding to Canada West.

The emigrants per "California and Hamilton," from Glasgow, 557 in number, consist of farmers and labourers; 32 of the passengers by the former vessel were detained at Grosse Isle from the effects of measles. Three deaths occurred on the passage, one adult and two children. They are all apparently in good circumstances, and able to pay their way to their respective destinations.

The passengers per "Champlain," from Baltimore, had a long and tedious passage of 67 days; they all, however, landed in good health. A large number of her passengers being very poor, about 40 were assisted with a passage to Montreal.

Employment in this neighbourhood and Montreal continues scarce, and the newly-arrived emigrants have great difficulty in procuring work.

## WEEK ending 29th July.

THE emigrants arrived since the 16th instant have all landed in good health. These vessels have all had long passages, the average being 50 days. The passengers generally are in good circumstances, with the exception of some families in the "Mary Campbell and Dauntless," from Liverpool. In the former vessel were 12 families, numbering 66 persons, who were assisted to emigrate. They were provided with a passage and a small sum of money to assist in procuring provisions; and all required assistance on landing here to enable them to reach their friends. The passengers per "Dauntless" were 58 days on their passage; about 80 of them landed here very poor, and were forwarded to their friends in different sections of the province.

The passengers per "Menapia," from Glasgow, are labourers, farmers, and about 12 mechanics. They all proceeded to Montreal in the vessel, on their route to different sections of Canada West.

Employment of all kinds continues scarce; the hay harvest, which has now commenced, has caused labourers to be a little more in demand than during the past week.

## WEEK ending 5th August.

THE emigrants arrived during the past week have all landed in excellent health, notwithstanding the length of passage, the average being 53 days. Those by the "Ellergill," from Hull, were 65 days out; all however, landed in good health, and proceeded to Montreal in the vessel, on their route to join their friends in Canada West.

The "Huron," from Belfast, with 226 passengers, arrived here after a passage of 57 days. One death occurred at sea, a child of seven years. The majority of the passengers by this vessel consist of the better class of agricultural labourers, and all appear to have friends in different sections of the province. Two young men are going to New Brunswick, and a few othersto the United States; and were all able to pay their way, with the exception of seven families, numbering 37 persons, who were assisted from this office.

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The emigrants per "Tay," Captain Langwell, 327 in number, all landed in excellent health, after a passage of 48 days. The cleanliness, good order, and excellent arrangements on board this vessel, entitle the master to great praise; and his passengers, all speak of his attention to their wants in the highest terms. There were a number of respectable families with capital among the passengers, who are proceeding to settle in Canada West. Sixteen families were assisted to emigrate by Neill Malcolm, esq., and were amply provided for during the voyage; they were all forwarded to Montreal at the ship's expense, on their route to the western part of the province.

In the barque "Florence," Richard Croaker, master, from Plymouth, were 119 passengers, all in good health and circumstances, with the exception of three families, 21 persons, who were assisted to emigrate by their parish. The passengers by this vessel complained that they were only allowed two quarts of water during the greater part of the passage, and that on several occasions the water issued to them was very unfit for use. On inquiry, I found this statement fully confirmed by the whole of the passengers, and consequently instructed the Crown officer to enter proceedings against the master for the infringement of the Passenger Act, which being fully proved he was fined in the penalty of 5 l. sterling, with costs, for neglecting to issue the proper allowance of water according to law. The evidence as to the quality of the water was not considered by the magistrates sufficient. I have also to state, that no issue of provisions whatever took place to the passengers on board this vessel during the voyage; and that many of them having run short were obliged to purchase from their fellow passengers and from the captain.

They having, however, stated in evidence that their contract was to find their own provisions, and that they did not apply to the master for any issue, the magistrates refused to entertain this charge. This vessel was 59 days on her passage; and it appeared in the evidence taken, which was also admitted by the master, that no inspection of the passengers' provisions whatever took place at Plymouth, and that they understood that five weeks' supply would be sufficient. On inquiry, I found that not an individual among them appeared to be aware that such a law as the Passenger Act existed.

## WEEK ending 12th August.

THE average passage of the emigrant vessels arrived during the past week is 58 days. The passengers have landed in good health, over four-fifths of whom are emigrating to join friends.

In the barque "Burrell" were 120 passengers, and in the Baltic from Yarmouth 56, who were sent out under the superintendence of the Poor Law Commissioners. They were well supplied, and each adult received 20 s. sterling on landing here.

In the "Clyde," from Liverpool, were three families, assisted to emigrate by their landlord, Mr. Charles Ffrench, from his estate in Ireland.

The passengers per the "Acadia," from Liverpool, and "Victory," from Hull, are generally in good circumstances. A number of young men in the latter vessel are proceeding to the United States to their friends. Number of persons assisted this week to proceed to their friends, 58.

## WEEK ending 19th August.

THE average length of passage of the vessels arrived during the past week has been 43 days; and the passengers have landed in good health. Over four-fifths of them have come out to join their friends in different sections of the province, and about 50 are going to their relations in the United States. There are a few families in the "Borneo" and "Lady of the Lake" who have brought out considerable capital with them: they intend settling in the Home district. The "Borneo," Captain O'Donnell, has made her second voyage this season from Limerick. A large portion of her passengers are very poor, and many of them will require assistance to enable them to reach their friends.

Employment in this neighbourhood and about Montreal continues very scarce, the supply of resident labour being fully equal to the demand; and the day labourer's wages range from 2 s. to 2 s. 6 d. without board. Owing to the opposition among the steam-boat proprietors, the steerage passage to Montreal has been reduced from 5 s. to 2 s. 6 d. during the past week, and will most likely continue so for the remainder of the season. This has enabled a considerable number to proceed at their own expense, who could not otherwise have done so. I have only found it necessary to grant free passages to 46 persons.

## WEEK ending 2d September.

THE emigrants arrived during the past week are chiefly persons emigrating to join their friends already settled in different sections of the province.

In the "Victoria," from Belfast, are a few respectable farmers, who have brought out capital with them; but the great majority of them are very poor, and require assistance to enable them to reach their friends. From 15 to 20 are going to the United States, a few will remain in this district, and the remainder to Canada West.

Passengers per "Royal Adelaide," are proceeding to friends in Whitby and Darlington, and three young men to New York. Three families, 12 in number, were assisted to emigrate by their landlord, Mr. Rosly, from his estate in Cornwall. Owing to the agreement that they should furnish their own provisions, no issue was made to them by the master, according to 6th clause of the Imperial Act; and as an unfavourable decision has already been

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given by the magistrates on the construction of this clause, proceedings were not entered against him, more particularly as no complaints were made, and they having a surplus stock on landing.

The "John Bell," from New Ross, and "China," from Limerick, have made their second voyage this season. The passengers by them, 45 in number, are all able to pay their way. They are going to the neighbourhood of Bytown and Toronto.

Passengers, per "Favourite," from Greenock are respectable farmers, and a few labourers, coming out to join their friends. They all proceeded to Montreal in the vessel, on their route to Canada West.

## WEEK ending 16th September.

THE emigrants arrived since the 2d instant are chiefly farmers and labourers, and all have emigrated to join their friends. They have landed generally in good health, notwithstanding their long passages, the average of which is 52 days.

The ship "George," from Dundee, sailed from that port on the 11th June, and called at Cromarty, Thurso, and Locklaxford, for passengers. She afterwards put into Pictou, and there landed 95. Some of these people were from 12 to 13 weeks on board, and complained much of the detention they experienced, owing to the vessel calling at so many ports, which they state they were not aware of when they engaged their passage. They were also detained some days at Pictou, owing to the sickness among the passengers, and arrived here the 88th day from Dundee. The greater portion of them are poor, and notwithstanding the low rate of passage from this to Montreal (2s. 6d. each adult), 43 required to be forwarded at the expense of this department. Six families, 36 persons, were assisted to emigrate; they are proceeding to Zorra, London district, to their friends, but are destitute of means, and unable to reach their destination without assistance.

The passengers per the "Hebe," from Liverpool, 117 in number, were 43 days on their passage; they are principally labourers, and a few mechanics who are proceeding to their friends in Canada West. Thirty-eight passengers per this vessel were forwarded to Montreal by this office. The emigrants per "Hector" and "Caledonia," from Glasgow, are respectable people. In the latter vessel they are chiefly women with families coming out to join their husbands. They are all proceeding to Canada West. Twenty-one passengers per "Medina," from Waterford, are proceeding to their friends in the neighbourhood of Montreal and Kingston, one poor woman going to Halifax to her husband.

The demand for labour has improved during the last fortnight; and it is gratifying to report that there are no emigrants, either at this or the Montreal agency, at present out of employment. The agent at Bytown reports, that from 100 to 150 labourers will obtain employment on the public works on the Ottawa river.

## WEEK ending 23d September.

THE emigrants arrived during the past week have all landed in good health. They consist of farmers and agricultural labourers. There are also among them a large number of women and children, who are coming out to join their husbands. These latter descriptions of persons are all very poor, and in almost every instance require assistance to enable them to reach their friends. These vessels have all made long passages, varying from 40 to 68 days, the average being 50 days.

In consequence of the complaints made by the passengers on board the "Constitution," from Belfast, that they did not receive the proper allowance of water, and that the bread issued by the ship was so bad that they could not eat it, I, on inquiry, finding these complaints fully confirmed by the whole of the passengers, took the necessary proceedings against the master, and the sitting magistrates fined him in two penalties of 25 l. sterling, with costs, which was duly paid. They also complained that the broker with whom they engaged their passage, Messrs. Shaw & Co., promised, and in fact it was stated on their tickets, that the ship's allowance would be 3½ lbs. of biscuit and 3½ lbs. of flour or oatmeal per week; and that consequently many of them only furnished a few other necessaries for their voyage, depending on the ship supplying these articles to the extent stated in their tickets. They, however, found after they had sailed, that neither flour nor oatmeal was on board; and that the biscuit issued to them was unfit to eat, being blue-mouldy and rotten. This vessel was 50 days on her passage, and during the latter part of her voyage many of the passengers were reduced to eating the biscuit issued, and a few who had means, were under the necessity of purchasing from the captain, pork and other ship's stores.

The passengers from Aberdeen, in the "Brilliant," are highly respectable farmers, and bring out considerable capital with them; they are proceeding to settle in Canada West. The passengers per "Belle" and "Clio," from Padstow, are agricultural labourers, and are proceeding to join their friends in the Newcastle and Home districts.

One hundred and eighty passengers in the "Sophia," from Liverpool, have had a long passage of 68 days. They all landed in good health. They are principally Scotch and Irish, many of them very poor. They are all proceeding to different sections of Canada West, to their friends. Fourteen families require assistance to enable them to proceed from this. They are mostly women and children, coming out to join their friends.

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WEEK ending 30 September.

THE emigrants arrived during the past week have all landed in good health, notwithstanding their long passages, the average of which is over 51 days. They are also emigrating to join their friends in different sections of the province.

In the "Amazon," from London, there are 83 steerage and 19 cabin passengers. Of the former, 58 were sent out under the sanction of the Poor Law Commissioners. They received their landing-money here, and were forwarded to Montreal at the ship's expense. Several of the cabin passengers have brought out capital with them, and intend settling in the Eastern Townships.

The passengers per "Henry," from Dublin, 116 in number, are principally women and children. They are all extremely poor, and have been provided with a free passage by their landlord, Butler Clarke, Esq., to this port. They are proceeding to the Home, Gore, and Niagara districts, to friends. Sixteen passengers per "Unicorn," from Cork, all require assistance to enable them to proceed. They consist of four families, women and children, coming out to join their husbands. The remainder of the passengers arrived this week are of the better class, and all appear to have sufficient means to enable them to reach their respective destinations. The emigration during the remainder of the season will be very limited. All the vessels reported to this office have arrived, with the exception of one, the "John and Robert," with 41 passengers, from Belfast.

WEEK ending 14 October.

THE emigration for the present season may now be considered closed. Those who have arrived since the 1st instant consist of farmers, labourers, and a few mechanics; and all have emigrated to join their relations and friends, settled in different sections of the province. They have all landed in good health. Average length of passage has been 47 days.

The passengers in the "John and Robert" are a part of the unfortunate emigrants who embarked from the Western Isles in the ship "Catherine," in the month of May, and after being five weeks at sea, put into Belfast in distress. They were there transhipped on board this vessel. Captain M'Kechney landed 200 at Ship Harbour, in the Gut of Canso, and brought the remainder, 22, on to this port. These people are all destitute, and were forwarded to their friends at the expense of this department. Total number of persons assisted this month is 63.

## No. 11.

EXTRACT of a COMMUNICATION on the subject of the Prosecution of the Brig "Mary Ann," from Bideford, dated Government Emigration Office, Quebec, 28 July 1843.

Sir,

I HAVE the honour to report, for the information of his Excellency the Governor-general, the particulars and result of the proceedings adopted by me against the master of the brig "Mary Ann," from Bideford, in consequence of information received from the Colonial Land and Emigration Commissioners, a copy of which I enclose for your information.

Having ascertained, on my boarding this vessel, that the facts reported to the Emigration Commissioners by the officer of customs at Bideford were correct, I immediately placed the necessary information in the hands of A. W. Cochran, Esq. for prosecution.

The case was fully proved to the satisfaction of the sitting magistrates, and a penalty of 15*l.* sterling, with costs, was awarded against the master. He, it would appear, fearing the result of the trial, withdrew himself, and is supposed to have left the province. I herewith enclose you a copy of the report on this case, received from Mr. Cochran, and I trust the suggestions therein contained may meet with the approval of his Excellency, in order to prevent a recurrence of so flagrant a violation of the Act.

I beg to state that Mr. Thomas Curry, the consignee of this vessel, stated to me a few days previous to the trial, that in the event of judgment being given against the master, I might take him for the amount, as he would place another person in charge, and send the vessel home. This, I have no doubt, the master got a hint of, which may have induced him to withdraw, and thus defeat the law.

I have also to report the proceedings adopted by me against Captain Nicholas, of the barque "Champlain," from Baltimore, Ireland. On boarding this vessel, the passengers complained of the quality of the biscuit issued to them by the ship, as being so bad, from blue mould, that they could not eat it. A sample of the bread was produced and examined in presence of the master and owner, and appeared to be of a mixed and inferior quality, and all more or less mouldy and rotten, and unfit for food. Mr. C. Marmion, the owner of the vessel, stated that he bought the bread in Cork, from Mr. G. O'Neile, baker, for 11*s.* per cwt., and when it was brought on board it was free from mould, and was considered good wholesome bread, and as such was inspected and passed by the officer of customs, and that the same bread was used by the master and crew. I, however, considered it my duty to bring the case before the magistrates, who, on hearing the witness for the defence, dismissed the action, as they did not consider that the blame lay with the captain or owner, who it appears used every precaution to procure good bread, but that they were imposed upon by the baker.

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This

CANADA.

Appendix to  
Report of the Agent  
for Emigration.

No. 11 a.

No. 11 b.



## CANADA.

Appendix to  
Report of the Agent  
for Emigration.

This vessel was 67 days on her passage; and the passengers all stated that the bread was good for a month after they sailed. I feel satisfied that had the regular sitting magistrate presided, I should have obtained a heavy penalty against the master, as the bread, in my opinion, was of an inferior quality to that on board the "John Francis," when the master was fined 20 *l*. I have had the bread examined, and it appears to have been made from old bread or damaged biscuit, ground up and rebaked.

I have also to report that I procured the master of the brig "Coxon," from Cork, to be fined in the mitigated penalty, for having knocked down all his passengers' berthing on the morning of his arrival in port, which compelled them all to land previous to the time they are entitled to remain on board according to law, as all the passengers, with the exception of 12, proceeded on the same day to Montreal. The court awarded a fine of 20 *s*. with costs, and 1 *s*. a head for each of the 12 passengers detained until next day, for subsistence money.

Notwithstanding the decision of the magistrates in the case of the "Champlain," I shall conceive it my duty to take proceedings in every similar case of infringement of the Act which may come under my notice. Trusting that the proceedings which I have considered it my duty to adopt will meet with the approval of his Excellency,

To Rawson W. Rawson, Esq.  
&c. &c. &c.

I have, &c.  
(signed) A. C. Buchanan, Chief Agent.

## No. 11 a.

EXTRACT of a COMMUNICATION from the Colonial Land and Emigration Commissioners, dated 3d May 1843.

I AM directed by the Colonial Land and Emigration Commissioners to inform you that they have received intelligence from the officers of the customs at Bideford that the ship "Mary Ann," 179 tons, Saunders, master, has not cleared out from that port, although she had 82 passengers on board. Her destination is, first, Prince Edward's Island, and thence Quebec; and she sailed under an ordinary clearance on the 19th April last. The parties connected with her have effected this invasion of the Passenger Act by alleging that they had only 27 steerage passengers, and giving to the remaining 55 the name of cabin passengers, who, as you are aware, are exempt from the Act.

This vessel would not have been allowed to clear out under the Act, not being of sufficient height between decks; and the following is an extract from the report of the officers of customs on the proceedings of the owner, in regard to this and another vessel, which he has dispatched with passengers:—"A few days ago, however, we found that he had divided the space between decks in two of his vessels by a bulkhead about midships, and that the after half of each was intended for cabin passengers, the only difference being that a few strips of cheap paper were pasted up thereon, and, as we are informed, a small increase of passage-money exacted."

## No. 11 b.

Sir,

Quebec, 14 July 1843.

I HAND you herewith the memoranda furnished from the office of the clerk of the peace of the costs incurred on the prosecution instituted by you against Captain Saunders, of the brig Mary Ann, amounting to 2 *l*. 11 *s*. 4 *d*. currency.

It is much to be regretted that in the case of this vessel the master was enabled to withdraw himself from the effects of the conviction obtained against him, by the improper course (as I view it) adopted by the consignee, Mr. Curry, in forthwith relieving him from the charge of the ship when he heard that the prosecution was about being commenced, and thus enabling him to leave the country and evade justice; the consequence of which has been, that not only has it been impossible to levy the penalty of 15 *l*. sterling, in the whole award against him, but the costs, if paid at all, must be paid from public monies. With respect to the facts of the case, as you were yourself a principal witness in it, and were present at the trial, I need only state briefly that there never was a more clear or flagrant case made out of an attempt to evade the provisions of the Passenger Act, with respect to the manner of laying the floor of passengers' deck or platform, and the height between it and the upper deck, by contrivance of calling 60 out of 82 passengers, cabin-passengers, or second cabin-passengers, merely because the rough and temporary berths amidships, where they were placed, were separated from the steerage, and the seams lined with paper.

The facility with which the law has been defeated by the removal of the captain beyond its reach, appears to suggest the expediency of some amendment of its provisions whenever a revision of the Act may be under consideration. In this the owners of the vessel cannot be reached any more than the captain; for by not clearing out the vessel as having steerage passengers, they evaded giving the bond required by one of the clauses of the Act, to abide any penalties to which the captain might be subjected for infringing the provisions; and yet the owners were the real guilty parties, for it came out in evidence at last, by the captain's statement to you, that he had warned them against the contrivance by which they sought to evade the law. I conceive it would be desirable that the owners or agents of all vessels carrying passengers of any description should be required to give such a bond; and also

## THE AGENT FOR EMIGRATION.

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also that the process for bringing up the captain to answer for the violation of the law should be by warrant, in the first instance, instead of summons as at present, with power to the magistrates to require security (as would have been the case if the proceedings had been, as under the former Act, in the Admiralty) to answer the condemnations; and that when a condemnation takes place, it should not be allowed to withdraw the captain from its effects by getting another name put upon the register in his room.

CANADA.

Appendix to  
Report of the Agent  
for Emigration.

To A. C. Buchanan, &amp;c. &amp;c.

I have, &c.  
(signed) A. W. Cochran.

## No. 12.

EXTRACT from my Remarks on the Second Edition of a Pamphlet, published by the Commissioners of Emigration for the Information of Emigrants proceeding to British North America.

IN 1842, 33,234 immigrants entered Canada West by the St. Lawrence and Rideau, and upwards of 6,000 from the neighbouring States; and I estimate the addition to our population during the current year at 19,000. We shall probably receive a further addition of 500 or 600 more before the navigation closes, making the total number for the two years nearly 60,000. But as a large proportion of them, who came from the United States, were canal labourers, who will probably quit the colony as soon as the public works are completed, I am inclined to estimate the actual number of settlers at 55,000. As I have recently visited all the ports at which emigrant agents are established, as well as different ports of Western Canada, I feel it my duty to submit for his Excellency's information a few remarks as to the present condition of the new settlers, as well as point out the prospects of success, which in my opinion may be fairly held out to such of their fellow-subjects as may contemplate settling in this part of Canada.

I beg also most respectfully to suggest the propriety of submitting my observations to the Emigration Commissioners, for publication.

The 55,000 may be fairly classed as follows; viz.

- 1st. Settlers having capital.
- 2d. Skilled labourers, such as mechanics and farm-servants.
- 3d. Unskilled labourers.

There has been a material decrease in the number of the first class of settlers to Canada of late years. From 1832 to 1837, persons having from 500*l.* to 2,500*l.* sterling were comparatively numerous; but their habits too frequently unfitted them for becoming successful farmers. They had also been accustomed to a mode of living which the products of their farms could not sustain, and many either left the province or went into other and more congenial employments. They of course discouraged others of their own class from entering into similar undertakings. But I will venture to say, that there is scarcely an instance, during the same period, of a prudent farmer with an industrious family, and with just sufficient capital to give him a fair start, say from 300*l.* to 500*l.*, who has not succeeded, and who does not feel that he has greatly benefited himself and family by his removal to Canada. We have had hundreds of settlers so circumstanced. The prospects of the Canadian farmer are now much better than they were during the period adverted to. Then there was no regular market for agricultural produce; but the recent concessions made by the Imperial Government will no doubt create a steady demand, at remunerating prices, and persons of capital who are practically acquainted with farming can scarcely fail of success. But I should earnestly advise persons of this description who may emigrate to this colony to purchase or rent improved farms. They know how to cultivate land, but they are totally unfitted for clearing it of the forest, and for cultivating it afterwards amidst the stumps and roots of the trees, which continue to encumber it for many years after the land has been what is called cleared. By remaining in the older settlements, they will also place themselves and families within a reasonable distance of places of worship, schools, post-offices, mills, and markets. Farms can be obtained in every district, and upon terms so very reasonable, as to place them within the reach of small capitalists. They principally consist of from 100 to 200 acres each, with from 50 to 75 cleared, and a tolerable good dwelling-house, barn, and shed, and may be purchased at from 250*l.* to 500*l.* sterling. An unimpeachable title can be always obtained, as all titles are registered. The owner of such a farm in Canada pays neither tithes nor poor-rates, and his taxes are exceedingly small. The annual assessment on a farm of 150 acres, with from 50 to 75 cleared, dwelling, and out-offices, does not exceed 15*s.* sterling per annum; and I can add, without fear of contradiction, that he enjoys as much civil and religious liberty, and is as well protected in person and property, as the inhabitant of England or Scotland. Our social condition will, undoubtedly, even to a settler of this description, leave him something to regret; he may, and probably will, miss many things that he has been accustomed to; but if he is satisfied with a plentiful supply of the substantial necessities of life, and the means of bringing up a family, and of afterwards educating them for trades or professions,—in which with common industry they can scarcely fail of success,—he is almost sure to become a prosperous and respectable member of society. Such a man will find his condition substantially ameliorated by his removal to Canada, and much of that care and anxiety as to the future provision of his family, which press so heavily on persons of his class in more densely peopled countries, dispelled.



CANADA.

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Report of the Agent  
for Emigration.

The second class, viz. mechanics and farm-servants, also generally do well. Of late years we have had a considerable number of emigrants of this class, both from the United States and the United Kingdom; and wages have been considerably reduced. The rate given in the accompanying sheet, marked Appendix (D.), is substantially correct; but I do not think that the rates would be sustained if an unusual influx of such persons took place. But there are new towns and villages constantly springing up in the less densely settled parts of the province, where they will be sure of profitable employment, if they are sober and industrious. Good farm servants have been always in demand, and the reason why they have been comparatively scarce is, that they generally, after a few years' residence, either save sufficient to purchase land, or to enable them to rent or work farms on shares. Persons belonging to the following trades or callings should bear in mind that, owing to the length and severity of our winters, there is little or no demand for their services from the middle of September to the 1st of April; viz. brickmakers, bricklayers, gardeners, painters, plasterers, quarrymen, and stonemasons. During the winter months they may, if disposed to make themselves generally useful, find employment; but they must not calculate on obtaining a livelihood by their ordinary callings.

I now come to the last class, and I am sorry that I cannot hold out any inducement for them to emigrate to Canada at present. It is generally known, that owing to the almost universal monetary difficulties which have prevailed in the United States, the labourers employed on the public works have been discharged, and that thousands of them have found their way into Canada. The competition has been so great that labourers have been hired as low as 1 s. 9 d. per day, without board or lodgings, and even this spring hundreds were hired to work on the canals at 2 s. Much discontent resulted from so sudden a reduction of wages, and in June last the rate was raised to 2 s. 6 d. per day, which continues to be the current rate on the public works. Although the rate is somewhat higher in the towns, yet the loss of time, arising from the irregularity of the demand, and the higher price which he pays for board, leaves the labourers who rely upon casual employment in a worse condition than those who obtain constant work at the low rate. In a year or two most of our public works will be completed, and the thousands now employed upon them will be obliged to seek subsistence elsewhere; consequently there is no immediate prospect of improvement. But a glut in the labour market cannot long continue in a country of such boundless fertility and extent, and whose settlements are extending in every direction. It may do so for short periods in the older settlements, but the facility with which able-bodied labourers can get into the interior soon relieves the pressure.

Emigrant Office, Kingston, }  
17 November 1843. }

(signed) A. B. Hawke,  
Chief Emigrant Agent,  
Canada West.

No. 13.

STATEMENT of EMIGRATION FUNDS, 1842, 1843.

RECEIPTS in 1842 :	CURRENCY.	EXPENDITURE in 1842 :	CURRENCY.
	£. s. d.		£. s. d.
Tax collected at Quebec and Montreal -	8,599 15 10	Balance expended over and above the appropriations for 1841 - - -	2,692 15 1
Paid by Commissary-general, being the sum voted by the Imperial Parliament for agency in 1841-2, and applied towards the payment of the excess of expenditure in 1841, under the authority of Lord Stanley's despatch, No. 147, 15th May 1842 - - - - -	1,653 13 9	Balance expended over and above the appropriations for quarantine in 1842 -	615 18 - $\frac{2}{3}$
Paid by Commissary-general, being the sums granted by the Imperial Parliament for assistance to destitute emigrants and agency for 1842 - - - - -	7,908 6 8	Agency - - - - £. 1,574 16 -	
		Buildings at Montreal and Kingston - - - 782 5 11	
		Assistance to emigrants 11,607 7 4	13,964 9 3
	£. 18,161 16 3	Balance due to the military chest on account of advances in 1840 - - -	773 - 2
		Balance unexpended - - - - -	115 13 8 $\frac{1}{4}$
			£. 18,161 16 3
RECEIPTS in 1843 :		EXPENDITURE in 1843 :	
Balance brought down - - - - -	115 13 8 $\frac{1}{4}$	Agency - - - - £. 1,330 2 7	
Tax collected at Quebec and Montreal -	4,251 19 2	Buildings - - - - 226 1 11	
Imperial vote for assistance to emigrants in 1843 - - - - -	2,493 - -	Assistance to emigrants 6,717 17 10	8,274 2 4
Ditto - - for agency, 1,500 <i>l.</i> sterling -	1,800 - -	Balance unexpended - - - - -	386 10 6 $\frac{1}{4}$
	£. 8,660 12 10 $\frac{1}{4}$		£. 8,660 12 10 $\frac{1}{4}$

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No. 14.

REPORT of the MEDICAL SUPERINTENDENT.

Sir,

Quebec, 8 January 1844.

CANADA.

I have the honour to submit, for the information of his Excellency the Governor-general, the accompanying tabular Return (A.) of emigrants admitted and discharged during the past season, and from the Quarantine Hospital, Grosse Isle, to which is appended a nominal Return (B.) of those who died.

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Upon a comparison of this return with those of preceding years, (C.) it will be seen that the average number of sick has not been so great as usual. The two chief causes of disease and death in passenger vessels are overcrowding and a deficiency of wholesome food. From the operation of these two causes the emigrants of this season have to a certain extent been free. It was expected by the parties engaged in the passenger trade that the emigration of this year would have equalled, if not exceeded, that of the year previous; vessels were fitted up accordingly with berthing and water casks for the whole complement of passengers allowed by the Act. Most of these vessels (from Ireland particularly) were obliged to come away with one-half, and some less than one-third of the number for whom preparation had been made. Those who embarked were not, in consequence, exposed to over-crowding, and its attendant evil, imperfect ventilation.

The regulations of the amended passenger law making it imperative upon the owners of passenger vessels to furnish to every emigrant during 70 days an allowance of bread, oatmeal, or potatoes, has been found of the greatest practical benefit. None of those distressing cases of starvation mentioned by me in the former reports, and which proved so fertile a cause of disease and death, have this season come under my observation.

The total number of passenger vessels inspected by me at the quarantine station this season was 203, on board of which were 20,714 passengers. Of this number, 75 died on the voyage, being 0.36 per cent. of the whole. I have added a Return (D.) of the vessels on board of which these deaths took place. Fifteen children were born on the passage out, and one woman died in childbirth.

Fever broke out and prevailed more or less on board of 31 vessels, small-pox on board of seven, measles in three, and scarlatina in one. The emigrants appeared generally of a class similar in circumstances to those of preceding years; the great majority being labourers and servants, of the poorest description, with a few respectable farmers of capital from Yorkshire and Cornwall.

I remarked that the number of passengers from England and Scotland was much greater, in proportion to the total amount, than any previous year; the reason assigned by shipmasters for this falling off in the emigration from Ireland was, not the want of inclination to emigrate, but the impossibility which intending emigrants experienced in raising the small sum required to pay for their passage.

Many of those who did emigrate came out on the credit of friends at home, who made themselves responsible for the repayment of the passage money within 12 months after the arrival of the emigrants in this country. On board of one vessel, the barque "Anne," of New Ross, out of 64 passengers, I was assured by the master that only one family had paid their passage money before leaving, all the others having come out in the manner just described.

With reference to the expenditure incurred this year in the hospital and quarantine establishment generally, I have much pleasure in submitting that, in consequence of the comparative small number of sick treated in hospital, the expense has been less by nearly 600*l.* (or one third), than the year previous.

										Currency.		
										£.	s.	d.
The total Expenditure in 1842, was	-	-	-	-	-	-	-	-	-	2,284	15	4
Do. do. in 1843	-	-	-	-	-	-	-	-	-	1,686	8	10
Less this year	-	-	-	-	-	-	-	-	£.	598	6	6
										Sterling.		
										£.	s.	d.
The sum voted by the Legislature for the expenses of the past year was	-	-	-	-	-	-	-	-	-	1,800	-	-
The actual expenditure has been	-	-	-	-	-	-	-	-	-	1,499	1	2½
Less than the Appropriation	-	-	-	-	-	-	-	-	£.	300	18	9½

From the expenditure of this season must be deducted a further sum of about 25*l.*, being the value of various hospital stores, and about 30 cords of firewood, which remained at the end of the season, available for next year.

One great item of diminished expenditure has been in the hire of the steam-boat, upon which a saving of 200*l.* alone has been effected by engaging the boat to make but one trip



APPENDIX TO THE REPORT OF

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trip to the island each week, in place of two, as in former years, and by keeping a small sailing vessel at the station, to communicate with the town when requisite for provisions and supplies, &c. This arrangement has been found to work well, and I have reason to anticipate, from increased competition, that the service of a steamer can be obtained next year for even a less sum than paid this. In the expenditure of this season is included the sum of 118*l.* 2*s.* 6*d.*, being the cost of 50 new iron beds, imported from England this spring; these, with a like number imported the year previous, render the hospital establishment complete in this respect.

I take this occasion to revert to the subject of employing a constabulary or police force for that of the military, as proposed by his Excellency in May last.

With reference to this proposed alteration, I beg respectfully to submit, that after the experience of another season, I am of opinion that the duties hitherto performed by a detachment of troops of the line may be as efficiently performed, in all seasons when the emigration does not exceed that of the past year, by two chief and four ordinary constables; the two first to have charge of, and reside in the passenger sheds (as the sergeants have hitherto done), the others to act under their orders in preventing communication between the sheds in which emigrants infected with different diseases are washing and purifying; the whole force to be subject to the control of the medical superintendent. The expense of this force would not exceed 20*s.* a day; say,

	£.	s.	d.
Two head constables, at 3 <i>s.</i> 6 <i>d.</i> per day	-	-	7
Four ordinary do., at 2 <i>s.</i> 6 <i>d.</i> per day	-	-	10
A ration of 1 lb. of bread and 1 lb. of meat each, at 6 <i>d.</i>	-	-	3
	£.	1	-

The expense hitherto incurred by the military force has, until this season, been 9*s.* per diem; viz. an allowance of 5*s.* to the officer commanding, and 2*s.* a day to two sergeants respectively. Should the proposed change take place, the actual increase of expense will be 11*s.* a day. There will also be an annual saving of expense in repairs of the barracks, and different buildings occupied by the troops, as well as in the firewood cut by them on the island. I am induced to believe that this comparatively small force will be found sufficient to preserve order, and to keep up the necessary separation of the emigrants when on shore. From the present great sobriety of the Roman-catholic Irish (formerly the most turbulent of the emigrants), few of this class have left their country these last two years without taking the temperance pledge before leaving; many have done so from the best of motives, but a great number from a superstitious idea that the medal which they obtain, and wear suspended from their necks, will serve as a charm to avert shipwreck and other dangers of the sea. Another reason why I anticipate no difficulty in carrying on the duty with this reduced force is, my knowledge of the fact, that in all well-ordered passenger vessels it is customary for the emigrants to select from among themselves a committee of 10 or 12 of the most influential of their number, whose orders they obey implicitly. I would propose, should a constabulary force be employed, to request these committees to continue this supervision of their fellow-emigrants when on shore, and to assist the constables when required. With this co-operation I anticipate no difficulty in carrying on the duty efficiently.

I beg respectfully again to bring under the notice of his Excellency the Governor-general the great need that exists for a wharf near the passenger sheds, as I have on former occasions had the honour to submit that it is the only work now required to render this quarantine establishment the most complete of any in North America.

R. W. Rawson, Esq.  
&c. &c. &c.

I have, &c.  
(signed) G. W. Douglas, M.D.  
Med. Supt.

(A.)

ABSTRACT of EMIGRANTS Admitted, Discharged, and Died at the QUARANTINE HOSPITAL, from 1st May to 31st October 1843.

DESCRIPTION.	Admitted.	Discharged.	Died.	D I S E A S E S.						
				Fever.	Small-Pox.	Measles.	Scarletina.	Other Diseases.	TOTAL.	
Men - - -	55	52	3	48	6	- - -	3	55		
Women - - -	63	59	4	53	3	- - -	6	63		
Children - - -	127	115	12	72	17	35	1	127		
TOTAL - - -	245	226	19	173	26	35	1	245		

(signed) G. M. Douglas, M.D.  
Medical Supt.

THE AGENT FOR EMIGRATION.

(B.)

NOMINAL RETURN of EMIGRANTS who have Died at the QUARANTINE HOSPITAL from 1st May to 31st October 1843.

No.	NAMES.	VESSEL.	Age.	DISEASE.	ADMITTED.	DIED.
1	Peter Murray - -	Barque Sir G. Prevost -	21	Fever -	May - 22	June - 1
2	Jane Date - -	" Dublin - -	23	Phthisis -	- - 15	- - 19
3	Charles Vance - -	Brig Governor - -	18 m°	Fever -	- - 22	- - 27
4	Matthew M'Gorry - -	Barque Standard - -	7	ditto -	- - 26	- - 14
5	Mary Rath - -	" St. Ann's - -	44	ditto -	June - 7	- - 17
6	Robert Sympson - -	" Oberon - -	6	ditto -	- - 18	- - 30
7	Mary Egan - -	" Dromahair - -	28	ditto -	- - 23	July - 3
8	Eliza Ray - -	" Blonde - -	16 m°	Fever -	- - 18	June - 23
9	Ellen Conner - -	" Nerio - -	2	ditto -	- - 21	- - 26
10	Mary Gowrie - -	Ship Bona Dea - -	6	ditto -	- - 22	- - 23
11	Thomas Blevins - -	" Independence - -	5	ditto -	- - 23	- - 24
12	Mary T. Millar - -	" Liverpool - -	7	Small-pox -	- - 29	July - 7
13	Jane Craig - -	" - -	7	ditto -	- - 29	- - 2
14	David Gowans - -	Barque California - -	3	Measles -	July - 10	- - 22
15	Catharine M'Dougal - -	" Ditto - -	18 m°	ditto -	- - 10	- - 22
16	Mary Quin - -	" Hamilton - -	68	Fever -	- - 11	- - 14
17	John Davidson - -	" Robinson - -	26	Dysentery -	- - 19	August 5
18	Henry Glass - -	Ship Victoria - -	16 m°	Fever -	August 19	Sept. - 13
19	Mathew Courtney - -	Barque Anne - -	30	ditto -	June - 2	Oct. - 8

(signed) G. M. Douglas, M. D.  
Medical Superintendent.

(C.)

TABLE showing the Number and the Per-centages of DISEASES and of DEATHS of EMIGRANTS at the QUARANTINE HOSPITAL, Grosse Isle, from 1833 to 1843 inclusive.

YEAR.	Number of Emigrants Arrived.	Number Admitted to Hospital.	Per-centages of Admissions.	Number of Deaths.	Per-centages of Deaths.	DISEASES.									
						Cholera.	Per-centage of Cholera.	Fever.	Per-centage of Fever.	Small-pox.	Per-centage of Small-pox.	Other Diseases.	Per-centage of other Diseases.	TOTAL.	
1833	22,062	239	1'08	27	0'12	-	-	159	0'72	34	0'15	46	0'21	239	
1834	30,982	844	2'72	264	0'85	-	290	0'95	404	1'30	12	0'07	138	0'45	844
1835	11,580	126	1'08	10	0'08	-	-	24	0'21	48	0'41	54	0'46	126	
1836	27,986	454	1'62	58	0'21	-	-	338	1'21	50	0'18	66	0'24	454	
1837	21,984	598	1'87	57	0'18	-	-	481	1'51	104	0'33	13	0'04	598	
1838	2,918	65	2'23	6	0'21	-	-	42	1'44	17	0'51	6	0'21	65	
1839	7,214	189	2'62	9	0'12	-	-	147	2'04	1	0'01	41	0'57	189	
1840	22,065	561	1'54	41	0'19	-	-	485	2'15	60	0'17	16	0'07	561	
1841	28,060	290	1'03	38	0'13	-	-	184	0'65	32	0'11	9	0'08	290	
1842	44,374	488	1'09	54	0'12	-	-	340	0'76	56	0'12	74	0'16	488	
1843	20,714	245	1'18	19	0'09	-	-	173	0'83	26	0'12	46	0'22	245	
	239,849	4,099	- -	583	- -	290	- -	2,777	- -	440	- -	409	- -	4,099	

(signed) Geo. M. Douglas, M. D.  
Medical Superintendent.



(D.)

RETURN of DEATHS on board of Emigrant Ships which Arrived at *Grosse Isle*, from 1st May to 31 October 1843.

No.	Name of Ship.	Arrived.	No. Died	Disease.	No.	Name of Ship.	Arrived.	No. Died	Disease.
1	Ship Aberdeen - -	May 7	1	Small-pox.	26	Ship Liverpool - -	June 28	3	Small-pox.
2	Brig Governor - -	- 22	2	Fever.	27	Brig Constitution - -	- -	2	Infantile disease.
3	Barque Ann - -	- -	1	ditto.	28	" Marquis of Normanby - -	- -	2	Fever.
4	" Medina - -	- -	1	ditto.	29	" Hannah - -	- -	2	Small-pox.
5	" Sir G. Prevost - -	- -	3	ditto.	30	Ship Arabian - -	July 1	1	Fever.
6	Brig Royalist - -	- 24	2	Infantile disease.	31	" Toronto - -	- 3	2	ditto.
7	" Thetis - -	- 25	1	Fever.	32	Barque California - -	- 10	3	Measles.
8	" Robert Morrow - -	- -	1	ditto.	33	Ship Hamilton - -	- 11	3	Scarlatina.
9	Barque Standard - -	- -	5	Measles.	34	" Chieftain - -	- -	1	Fever.
10	Brig James Reddin - -	- -	1	Fever.	35	" Dauntless - -	- 23	1	ditto.
11	Barque Eleutheria - -	- -	2	Infantile disease.	36	" Menapia - -	- 24	1	ditto.
12	Ship Sisters - -	- -	2	- ditto.	37	Barque Roseberry - -	- 29	1	Consumption.
13	Brig Gazelle - -	- 28	1	Fever.	38	Ship Huron - -	- 30	2	Infantile disease.
14	Barque Brilliant - -	June 7	1	Childbirth.	39	Barque Burrell - -	Aug. 8	2	- ditto
15	" Jane Daffers - -	- 14	1	Infantile disease.	40	" Victory - -	- 11	1	- ditto.
16	" Oberon - -	- 18	1	- ditto.	41	" Margaret - -	- 12	1	Fever.
17	Schooner Nerio - -	- 21	1	Measles.	42	" Victoria - -	- 19	1	ditto.
18	Brig Warrior - -	- -	1	ditto.	43	Brig Favorite - -	- 28	1	From a fall into the hold.
19	Barque Bcna Dea - -	- 22	1	Fever.	44	Ship George - -	Sept. 5	2	Fever.
20	" Industry - -	- 23	1	Infantile Disease.	45	" Spermaceti - -	- 22	1	ditto.
21	Brig Romulus - -	- -	1	Fever.	46	Brig Henry - -	- 23	1	ditto.
22	Barque Independence - -	- -	4	Small-pox.	47	Ship Jane Black - -	- -	1	Small-pox.
23	" Corinthian - -	- -	1	Infantile disease.	48	Barque Sir J. Fulstaff - -	- 27	1	Paralysis (a seaman).
24	" Industry - -	- 28	1	- ditto.	49	" Apollo - -	Oct. 8	1	Croup.
25	" Letitia Hope - -	- -	1	- ditto.					

(signed) G. M. Douglas, M. D.  
Medical Superintendent.

— No. 2. —

(No. 191.)

No. 2.  
Lord Stanley to  
Sir C. T. Metcalfe,  
29 March 1844.

COPY of a DESPATCH from Lord Stanley to the Right honourable  
Sir C. T. Metcalfe, Bart. G. C. B.

Sir, Downling-street, 29 March 1844.

I HAVE to acknowledge the receipt of your Despatch (No. 199) of the 20th ultimo, transmitting the Report of the Chief Agent of Emigration for the past year.

I confine myself on this occasion to the question regarding the pecuniary assistance which it will be proper to give to Canada from the funds of this country towards the relief of sick and destitute emigrants arriving in the province, and shall reserve for another opportunity such remarks as I may find it necessary to offer upon the report made by Mr. Buchanan of the emigration of the past season.

It appears that the emigration to Canada during the last year was less, by 51 per cent., than in the preceding year, while the estimate having been framed on the assumption that it would continue the same, was intended to provide against the demands for assistance of double the number of emigrants that actually arrived.

On examining the return of the expenditure in assistance during the past year, I perceive that, although the number of emigrants for whom provision was made has

## THE AGENT FOR EMIGRATION.

29

has diminished one-half, the sum expended has been equal to the vote, the balance being only 27 *l.*, and that the number of cases in which assistance has been afforded, amounted to 21,283, being larger than the whole number of emigrants that arrived in the colony.

For this increased expenditure in proportion to the number of emigrants, the agent-general assigns two reasons; first, an increased demand for assistance in consequence of the representations of settlers to their friends, that on their arrival they should practice deception, and thus be conveyed west at the expense of the Government; and secondly, the additional charges now made by the forwarding establishments at Montreal. But it seems to me by no means improbable that this increased expense may be explained by supposing that the same emigrants who were relieved at Quebec received assistance at Montreal and Kingston, and were thus assisted two or three times on their journey up the country.

The observations made by the agent-general as to the ill effects of the pecuniary assistance given to persons representing themselves to be without the means of defraying the expense of their inland journey are very important, and show the tendency of such assistance to prevent proper provision being made by individuals for the wants of the emigrants on their arrival.

I do not on that account consider it necessary to withdraw the proportionate contribution which has hitherto been made from Imperial funds towards this object; adverting, however, to the great probable decrease upon the number of emigrants which was estimated for last year, the vote for that assistance may, I consider, with propriety be reduced this year to 2,000 *l.* I have therefore given directions for placing upon the estimate for the service of emigration for the year 1844-5, the sum of 2,000 *l.* in aid of the provincial tax upon emigrants, and 1,500 *l.* for agency.

I have, &c.

(signed) *Stanley.*

No. 2.

Lord Stanley to  
Sir C. T. Metcalfe,  
29 March 1844.

## — No 3. —

(No. 47.)

COPY of a DESPATCH from the Right honourable Sir *C. T. Metcalfe*,  
Bart. G. C. B. to Lord *Stanley*.

No. 3.

Sir C. T. Metcalfe  
to Lord Stanley,  
12 March 1844.

My Lord,

Government House, Kingston,  
12 March 1844.

I HAVE the honour to submit copy of the Annual Report for December 1843, received on the 4th instant from Mr. Allison, Agent of Emigration at Montreal, which does not appear to require any remarks from me, in addition to those offered in transmitting the Report of the Chief Agent on the 20th ultimo.

I have, &c.

(signed) *C. T. Metcalfe.*

TO His Excellency the Right honourable Sir *Charles Theophilus Metcalfe*,  
Baronet, G. C. B. &c. &c. &c.

Government Emigration Office, Montreal,  
31 January 1844.

I HAVE now the honour of submitting to your Excellency my Annual Report, as Government Emigration Agent at Montreal, for the year 1843.

The first arrival of immigrants at this port was on the 7th May; and the first barge having immigrant passengers on board for the western part of the province, left here on the 15th of May.

Shortly after the commencement of the season I removed to the small office at the emigrant sheds on St. Ann's Common, in compliance with the commands of your Excellency, as communicated to me through the chief agent for emigration at Quebec.

181.

The



30 APPENDIX TO THE REPORT OF

No. 3.  
Sir C. T. Metcalfe  
to Lord Stanley,  
12 March 1844.

The number of arrivals at this port by the St. Lawrence during the past season was 20,892, which have been disposed of as stated in Appendix (A.)

The immigration at this port the two last seasons stands thus :

In 1842, gross arrivals	-	-	42,355	-	-	13,060 paupers.
In 1843 - ditto	-	-	20,892	-	-	7,191
In 1842, the total expenditure was	-	-	-	-	-	£. s. d. 4,283 4 2
Deduct for erecting a new shed and a new hospital, together with repairs to old buildings	-	-	-	-	-	518 10 6
Expense incurred in assisting Immigrants with free passages, provisions, &c. &c.	-	-	-	-	-	3,764 13 8
In 1843, the total expenditure was	-	-	-	-	-	£. s. d. 2,973 4 1
Deduct for building a new shed	-	-	-	-	-	£. s. d. 170 - -
Ditto for coal-tarring and whitewashing ditto	-	-	-	-	-	14 - -
Ditto repairs done to old sheds	-	-	-	-	-	17 - -
Ditto board footpaths, opening drains, and nails for the fences	-	-	-	-	-	10 7 4
Insurance on hospital, sheds, and cook-house, until 30th November 1844	-	-	-	-	-	6 9 9
Expense incurred in assisting Immigrants with free passages, provisions, &c. &c.	-	-	-	-	-	2,755 7 -

From the above statement it will appear that in 1842 about 30½ per cent. of the gross arrivals at this port were utterly destitute, and were forwarded at the expense of Government. In 1843 about 33½ per cent. were in a similar condition, and have also been forwarded to their respective destinations at the expense of Government, giving an increase of pauper immigration in 1843 of 2½ per cent. over the immigration of 1842. This increase was caused, in part, by a greater number of destitute females; most of them were mothers, with families, proceeding to join their husbands or relatives; and, in part, by the diminished demand for labour in Montreal and vicinity, there being scarcely any public works in progress, which often left me no other means of disposing of paupers than forwarding them to the interior.

I feel confident that had I occupied an office in the city (the office at the sheds being sustained), as in former seasons, I could have saved a considerable portion of the expenditure under notice, by finding employment for destitute females as domestic servants; but my office having been about a mile from the centre of the city, I could do little in disposing of female paupers, by employing them among the citizens.

In 1842, I found employment in Montreal and vicinity for	-	-	2,084
In 1843, for	-	-	258

The immigration of 1842 is a little over 50 per cent. greater than that of 1843, but the outlay of 1842 exceeds that of 1843 only about 27 per cent., while the pauper immigration of the two seasons differ only 2½ per cent. It may be necessary to explain from what cause this increase of expenditure has arisen.

Besides the causes already alluded to arising from the diminished demand for labour in this vicinity, and the consequent necessity of forwarding indigent immigrants westward, and my being unable to settle many females as domestic servants, owing to the remoteness of my office, there is one arising out of circumstances over which I had no control, namely, a combination among the forwarding merchants to exact 60 per cent. higher rates of passage the past season; this combination the chief agent, A. C. Buchanan, esq., found it impossible to break up, and was consequently obliged to submit to the higher rates of passage.

When due allowance is made for the advance of prices in forwarding indigent immigrants, and for the other inconveniences to which I was subjected, the ratio of last year's expenditure will be lower than that of 1842.

For the last three years there has been a progressive improvement in the health and cleanliness of immigrants. The amount of disease in 1843 has been less than in former seasons, and the attention of Dr. Bowie, the emigrant physician, has been very punctual and satisfactory. The return for the last season will be found in the Appendix marked (B.).

My

## THE 'AGENT FOR EMIGRATION.

31

My correspondence with the different emigrant agents has been marked by a desire, on their part, to promote to the utmost of their efforts the advantages of the service in which they are engaged.

Early in the season about 900 persons from different emigration societies in Glasgow, arrived by the "Elutherid," "Jane Duffies," "Brilliant," "Bona Dea," and "Romulus." £.70 sterling were remitted by Alexander Gilkinson, esq., secretary to certain emigration societies, to be applied to the use and benefit of these immigrants on their journey westward. All of those persons that were destitute were forwarded to the interior at an expense to Government exceeding the sum remitted; and the 70 l. sterling were, in compliance with instructions from A. C. Buchanan, esq., put to the credit of the Government.

On the 23d of May the steamer "Queen," on her passage from Quebec to Montreal, came in collision with the steamer "Lord Sydenham," and received so much injury as to sink the former. This disaster happened in the night, and most of the immigrants on board suffered severely, some being compelled to make their escape half dressed. Three individuals were drowned, one of them an immigrant. I felt it my duty to assist the unfortunate strangers by furnishing them with food for a few days, and forwarding them to their destinations at the expense of Government; I also relieved a number who were nearly destitute of clothing with garments at my individual cost.

According to orders received from A. C. Buchanan, esq., chief agent for emigration, Canada East, a new shed was erected early in the spring at the emigrant establishment, at an expense of 170 l. currency, which, with the sum of 41 l. 7 s. 4 d. currency for coal-tarring, repairs, cleansing sheds, &c., constitutes the whole cost of keeping the emigrant establishment in good condition during the season, being in all 211 l. 7 s. 4 d. Halifax currency.

In former reports I have deemed it as a duty incumbent upon me to suggest the propriety of opening new settlements in Canada East, on the north shore of the St. Lawrence, and also in the Eastern Townships, and would most respectfully refer to those suggestions.

Eastern Canada participates but sparingly of the enriching current of immigration; only about three per cent. of the gross arrivals at this port the last season have settled in this part of the province. Perhaps no part of Canada offers more inducements to new settlers than the Eastern Townships.

If the Government would assist in opening up that territory with plank roads and a railroad, and lay a moderate tax on the lands left in a state of nature by absentee proprietors and speculators to cover such outlay on roads as might be incurred, most essential benefits might accrue to the country at large, and immigration would be very considerably promoted.

Complaints of ill-treatment by shipping agents and captains of vessels have not been numerous or of a very aggravated character the past season; several immigrants, however, stated that delays occurred at the port of embarkation; these delays consumed a considerable portion of their sea stock provided for the voyage, and passengers have been under the necessity of purchasing provisions from the captains at exorbitant prices, and consequently were deprived of all their funds by this process. This evil has been frequently noticed in previous years, and nevertheless it still continues, though very perceptibly diminished. It is much to be regretted that it has not been wholly remedied, as it casts on our shores large numbers of truly indigent immigrants, many of whom become a charge to the Government.

From numerous disclosures made by investigating into the destination and circumstances of immigrants, I am inclined to think that many forwarded to Kingston and the head of Lake Ontario pass over to the United States. I would therefore most respectfully recommend that the attention of the different emigration agents west of Montreal be called to this circumstance, and that as many be settled eastward of Lake Ontario as may be found practicable. The Ottawa country presents an inviting field for immigration.

A detailed statement of the number of adults, children, and infants forwarded to sundry parts of the province at the expense of Government, together with the names of the forwarding merchants, and the amount paid to each, may be seen in Appendix (C.)

All which is most humbly submitted.

(signed) *Jas. Allison,*

Emigration Agent, Montreal.

No. 3.

Sir C. T. Metcalfe  
to Lord Stanley,  
12 March 1844.



No. 3.  
Sir C. T. Metcalfe  
to Lord Stanley,  
12 March 1844.

Appendix (A.)

STATEMENT showing the Number of EMIGRANTS that arrived at the Port of *Montreal* during the Season of 1843, and how disposed of.

Number of emigrants arrived here - - - - - 20,892

They have been disposed of as follows; viz.

Indigent immigrants forwarded to sundry parts of the province at the expense of Government (* see the distribution at foot)	-	-	-	-	-	7,191
Number proceeded westward at their own expense	-	-	-	-	-	11,267
Ditto - - - south of St. Lawrence, ditto	-	-	-	-	-	197
Ditto - - - north of St. Lawrence, ditto	-	-	-	-	-	60
Ditto - - - to the Eastern Townships, ditto	-	-	-	-	-	85
Ditto, settled in the city and vicinity of Montreal	-	-	-	-	-	258
Ditto, proceeded to the United States	-	-	-	-	-	1,834
						20,892

\* Distribution of Indigent Immigrants to sundry parts of the Province at the Expense of Government during the Season of 1843; viz.

Number forwarded westward of this port ( <i>via</i> Ottawa and Rideau)	-	-	-	-	-	6,781
Ditto - - - to Cornwall and neighbourhood	-	-	-	-	-	113
Ditto - - - to Beauharnois and neighbourhood	-	-	-	-	-	149
Ditto - - - to the Eastern Townships	-	-	-	-	-	136
Ditto - - - north of the St. Lawrence	-	-	-	-	-	12
						7,191

Appendix (B.)

SICK REPORT of the EMIGRANTS arrived at the *Montreal* Emigrant Sheds, for the Year 1843.

ADMITTED.					DIED.				
Men	-	-	-	151	Men	-	-	-	1
Women	-	-	-	127	Children	-	-	-	4
Children	-	-	-	105					
TOTAL	-	-	-	383	TOTAL	-	-	-	5

Appendix (C.)

A DETAILED STATEMENT showing the Number of INDIGENT IMMIGRANTS forwarded from *Montreal* to sundry parts of the Province at the expense of Government during the the Season of 1843, together with the Amount paid to each of the Forwarding Merchants.

NAMES of the FORWARDING MERCHANTS.	Adults.	Children under		TOTAL AMOUNT.
		12 Years.	3 Years.	
				£. s. d.
Messrs. Macpherson & Co. - -	1,318	578	266	664 4 -
Messrs. Henderson & Co. - -	646	340	165	326 10 -
Messrs. H. Jones & Co. - -	486	246	111	243 7 6
Messrs. Murray & Sanderson -	766	376	207	419 19 3
Messrs. Ross, Mathie & Co. -	157	72	24	76 13 -
The Quebec Forwarding Company -	642	255	121	340 9 3½
Messrs. Mason & Farlangar -	65	29	19	20 13 2
Mr. Charles Dewitt - -	110	25	14	15 6 3
Mr. Robert Trenholm - -	2	2	1	1 4 -
Messrs. W. & G. Tate - -	5	8	1	1 2 6
St. Lawrence Railroad Company -	68	47	7	9 7 6
Mr. Augustus St. Louis - -	10	2	-	- 13 9
TOTAL - - -	4,275	1,980	936	2,119 10 2½
Adults - - -	-	-	-	4,275
Children under 12 years - -	-	-	-	1,980
Infants under 3 years - -	-	-	-	936
Total Souls - - -	-	-	-	7,191





EMIGRATION.

COPY OF EXTRACT OF A DESPATCH FROM THE  
GOVERNOR-GENERAL OF *Canada*, transmitting the  
LAST ANNUAL REPORT OF THE AGENT FOR EMIGRATION.

(*Mr. George William Hope.*)

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Ordered, by The House of Commons, to be Printed,  
2 April 1844.

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181.

*Under 8 oz.*

W H E A T.

RETURN to an Order of the Honourable The House of Commons,  
dated 5 August 1844;—for,

AN ACCOUNT of the Quantity of WHEAT Imported from the UNITED STATES into CANADA, from the 11th day of October 1843 to the 31st day of July 1844, both inclusive ; also, the Quantity of WHEAT and FLOUR Imported from CANADA into GREAT BRITAIN and IRELAND, distinguishing the Quantity into each, from the same Period to the same Period.

QUANTITY of WHEAT Imported into CANADA from the UNITED STATES of AMERICA, from 11th October 1843 to 5th July 1844.

	Quarters.
By Sea - - - - -	634
By Inland Navigation or Land Carriage -	21,161
TOTAL - - -	21,795

The Returns from Canada having been received only to the 5th July last, the foregoing Statement has necessarily been made up to that day, instead of the 31st of the same month, the day specified in the Order of the Honourable House.

QUANTITIES of WHEAT and WHEAT FLOUR, the Produce of CANADA, Imported (for Home Consumption) from 11th October 1843 to 5th July 1844, being the latest Period to which the Returns have been received.

	WHEAT.	WHEAT FLOUR.
	Qrs. bus.	Cwts. qrs. lbs.
Into Great Britain - - -	18,199 6	262,506 1 2
„ Ireland - - - -	- - -	4,007 1 10
TOTAL - - -	18,199 6	266,513 2 12

Inspector-General's Office,  
Custom House, London,  
4 September 1844. }

WILLIAM IRVING.



W H E A T.

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AN ACCOUNT of the Quantity of WHEAT Imported from the UNITED STATES into CANADA, from the 11th day of October 1843 to the 31st day of July 1844, both inclusive;—also, the Quantity of WHEAT and FLOUR Imported from CANADA into GREAT BRITAIN and IRELAND, distinguishing the Quantity into each, from the same Period to the same Period.

(*Mr. Darby.*)

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*Ordered, by The House of Commons, to be Printed,  
5 September 1844.*

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# M O N T R E A L.

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RETURN to an ADDRESS of the Honourable The House of Commons,  
dated 18 February 1845;—for,

COPIES or EXTRACTS of any DESPATCHES from the Governor-General of *Canada* to the Secretary of State for the Colonies, and of his Replies, respecting the Conduct of the RETURNING OFFICER of *Montreal* during the late Election.

Colonial-office, Downing-street, }  
4 March 1845.

G. W. HOPE.

— No. 1. —

(No. 162.)

COPY of a DESPATCH from the Right Hon. Sir *Charles Metcalfe*, Bart. G.C.B. to Lord *Stanley*.

No. 1.  
Governor Sir C.  
Metcalfe to Lord  
Stanley.  
28 October 1844.

Government House, Montreal,  
28 October 1844.

My Lord,

I HAVE the honour to submit for your Lordship's information the copy of a Report from Captain *Wetherall*, stipendiary magistrate, detailing the proceedings that took place during the two days of polling for members to represent the city of *Montreal* in the new Parliament.

I consider that the preservation of the peace, and of the lives and property of the inhabitants, is in no small degree to be attributed to the admirable arrangements of Mr. *Young*, the returning officer, and to the efficient services of Captain *Wetherall*, a most valuable public servant.

The polling proceeded throughout without interruption, notwithstanding the repeated attempts made to disturb it; and I feel that it will be as gratifying to your Lordship to learn, as it is to me to state, that no life has been sacrificed.

Great credit is due to the troops employed, both officers and men, for their temperate and judicious conduct; and I am of opinion that without their assistance, neither the peace of the city could have been maintained, nor the free exercise of their franchise secured to the voters, in consequence of the inroads made by the labourers, non-voters, who are congregated upon the public works in this vicinity.

I have, &c.

(signed) *C. T. Metcalfe*.

Enclosure in No. 1.

EXTRACT of a REPORT from Captain *Wetherall*, Stipendiary Magistrate at MONTREAL, addressed to the Provincial Secretary; dated Lachine Police Office, 26 October 1844.

Encl. in No. 1.

Sir,

I HAVE the honour to state for the information of the Governor-general, that a few days previous to the nomination of candidates to represent the city of *Montreal*, I was called on by the returning officer to assist him in making arrangements for the preservation of the peace of that city.

I felt it my duty to comply with this request, and I beg now to report the occurrences which took place under my observation, as well as the general arrangements during the two days of polling.

103.

The



## 2 PAPERS RELATIVE TO THE LATE ELECTION, MONTREAL.

The polling booths were fixed in the centre of streets running at right angles with two great thoroughfares. Strong barriers were erected at the polling booths to prevent the collision of the contending parties, there being an understanding between the candidates, made at the suggestion of the returning officer, that their respective voters should approach the polling booths at the opposite ends of the street.

At each booth two magistrates and a strong body of special constables were posted, to assist the deputy returning officer in maintaining peace.

In this order all the polls were opened.

I was occupied throughout the two days in continually visiting the several polling places, and in no instance except that hereinafter mentioned, did I perceive any difficulty whatever to the free and peaceable access of voters to the polls.

Two days previous to the polling, information reached the returning officer that bodies of strangers were expected from the Gore of Chatham and Quebec to endeavour to carry the election by violence, and arrangements were made to prevent them, if possible, from entering the city.

I can confidently assert that no bodies of men came from the former place, as I had placed police on the road and at the landing-places to ascertain the fact. Two hundred men, however, apparently Irish labourers, arrived in Montreal in the steam-boat "Charleroi," from Quebec.

\* \* \* \* \*

On the morning of the first day of polling an unusually large body of strangers, evidently Irish labourers, congregated in M'Gill-street, one of the largest thoroughfares, and flanking the streets leading to the polling-booths in the Queen's Ward, one of the principal wards in the city.

Amongst these people I recognized a large number of labourers from the Lachine Canal, non-voters; and it was very evident from their manner and local disposition that they meditated an attack on the booth, with a view of taking and keeping forcible possession of it,—a plan which they had successfully practised at the last election for Montreal.

Shortly after the poll was opened an attack was made by these people on the voters of Mr. Moffatt, who had assembled near the poll, at the Queen's Ward, in the street assigned to them, and the deputy returning-officer found it necessary to call in the troops.

The riot was speedily repressed, and the troops were retained in the vicinity of the poll to allow free access to it, and prevent further rioting.

Polling continued throughout the day uninterruptedly.

On the close of the poll on the first day an attempt was again made by the labourers to create a disturbance by attacking the voters of the opposite party, which was again checked.

The labourers finding their object defeated, returned to the canal, and in passing through Griffn Town demolished the windows of a Wesleyan chapel, besides committing various other depredations.

During the night it was thought necessary to place detachments of troops in different parts of the town, to protect the property of individuals of both parties who had taken prominent parts in the election.

On the second day the polling commenced at the usual hour, and continued without interruption.

Early on that day I received information from the police stationed on the line of canal that agents for Mr. Drummond had proceeded along the line of canal, stating to the labourers (many of whom had returned to their work), among other inflammatory matter, that "the Tories had burned the Recollet (an Irish Roman-catholic church), and that their comrades had been abused and were bleeding in the streets, and urging them to proceed to Montreal immediately.

A party amounting to between 300 and 400, many of whom were armed, marched in military array, with scouts and flankers, on Montreal, augmenting their numbers as they proceeded; this body made their appearance at the foot of M'Gill-street, and continued their march in the direction of the polling-place in the Queen's Ward; and refusing, on the commands of the magistrates, to halt, the Riot Act was read, and the cavalry directed to disperse the crowd, and assist the civil power in the capture of as many as possible. Thirty men were arrested and committed to gaol.

Although I believe that the several deputy returning-officers found it necessary to require the presence of troops in the vicinity of their respective polling-places, yet they were not called upon to act offensively except in this instance, and then, I am happy to say, without any loss of life or serious injuries being inflicted.

The same military protection of property was afforded during the night on the requisition of the returning officer, and was continued until the final close of the election, and the city now remains in a state of apparent tranquillity.

There can be no doubt that riot and bloodshed to a frightful extent would have ensued, and the election could not have been proceeded in, but for the admirable and humane arrangements of the returning officer, and the timely and temperate interference of the troops.

In proof of the necessity for military assistance in this contest, I would remark that Mr. Drummond spoke to me a few days previous to the election on the propriety of commencing polling under military protection, a measure to which the returning officer would not consent until all ordinary means had failed, and in no case was military aid resorted to until then.

## PAPERS RELATIVE TO THE LATE ELECTION, MONTREAL. 3

In conclusion, I would remark that every effort and arrangement was made by Mr. Young, the returning officer, to ensure the preservation of order and the free access of voters to the polls, which he succeeded in effecting without the loss of a single life.

\* \* \* \* \*

I have, &c.

(signed) C. Wetherall, J. P.

Stipendiary Magistrate in charge of  
Public Works.

Hon. D. Daly,  
Provincial Secretary, Montreal.

## — No. 2. —

(No. 308.)

COPY of a DESPATCH from Lord *Stanley* to the Right Honourable  
Sir *Charles Metcalfe*, Bart. G. C. B.

No. 2.

Lord Stanley to  
Governor Sir C.  
Metcalfe.  
16 November 1844.

Sir,

Downing-street, 16 November 1844.

I HAVE to acknowledge the receipt of your Despatch (No. 162), of the 28th October, enclosing the copy of a Report from Captain Wetherall, stipendiary magistrate, detailing the proceedings which took place at the recent election of Members to represent the city of Montreal in the new Parliament.

You will signify to the returning officer, Mr. Young, and Captain Wetherall, my approbation of the efforts so successfully made by them for the preservation of the peace of the city on that occasion.

I have, &c.

(signed) *Stanley*.



MONTREAL.

COPIES OF EXTRACTS OF ANY DESPATCHES  
FROM THE GOVERNOR-GENERAL OF CANADA TO THE  
SECRETARY OF STATE FOR THE COLONIES, AND OF HIS  
REPLIES, RESPECTING THE CONDUCT OF THE RE-  
TURNING OFFICERS OF MONTREAL DURING THE  
LATE ELECTION.

(*Mr. Roebuck.*)

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*Ordered, by The House of Commons, to be Printed,  
6 March 1845.*

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# W H E A T.

RETURN to an ORDER of the Honourable The House of Commons,  
dated 5 February 1845;—*for*,

— 1. —

AN ACCOUNT of the Quantity of WHEAT Imported from the *United States* into *Canada*, from the 11th day of October 1843 to the 31st day of December 1844, both inclusive, specifying the Quantity in each Month, and the Amount of Duty received.

— 2. —

AN ACCOUNT of the Quantity of WHEAT Imported into *Great Britain* and *Ireland* from the *United States*, from the 11th October 1843 to the 31st December 1844, both inclusive, specifying the Quantity in each Month, and the Amount of Duty received;—Also, an ACCOUNT of the Quantity of WHEAT FLOUR Imported into *Great Britain* and *Ireland* from the *United States*, from the 11th October 1843 to the 31st December 1844, both inclusive, specifying the Quantity in each Month, and the Amount of Duty received.

— 3. —

AN ACCOUNT of WHEAT and WHEAT FLOUR, the Produce of *Canada*, Imported into *Great Britain* and *Ireland* (for Home Consumption), from the 11th October 1843 to the 31st December 1844, both inclusive, specifying the Quantity in each Month, and the Amount of Duty received.

— 1. —

AN ACCOUNT of the Quantity of WHEAT Imported from the *United States* into *Canada*, from the 11th day of October 1843 to the 31st day of December 1844, both inclusive, specifying the Quantity in each Month, and the Amount of Duty received.

	Quantity of Wheat Imported from the United States into Canada.	Amount of Duty received thereon.
	<i>Quarters.</i>	<i>£. s. d.</i>
From the 11th October 1843 to the 5th January 1844 - - - - -	618	92 14 -
From the 5th January to the 5th July 1844 - - - - -	21,177	3,176 11 -
From the 5th to the 31st July 1844 - - - - -	9,470	1,420 10 -
TOTAL from the 11th October 1843 to the 31st July 1844 - - -	31,265	4,689 15 -

The information required by the Honourable House cannot be supplied for the entire period embraced by their Order, the Returns from the Inland Ports of Canada not having yet been received to a later date than the 31st July last.

The Importations of each Month, separately, are not ascertainable from the documents upon which this Account is founded.

— 2. —

AN ACCOUNT of the Quantity of WHEAT Imported into *Great Britain* and *Ireland* from the *United States*, from the 11th October 1843 to the 31st December 1844, both inclusive, specifying the Quantity in each Month, and the Amount of Duty received;—Also, an ACCOUNT of the Quantity of WHEAT FLOUR Imported into *Great Britain* and *Ireland* from the *United States*, from the 11th October 1843 to the 31st December 1844, both inclusive, specifying the Quantity in each Month, and the Amount of Duty received.

QUARTERS ENDING	QUANTITIES Imported into the United Kingdom from the United States of America (for Home Consumption), from 11 October 1843 to 5 January 1845, and the Amount of Duty received thereon.			
	WHEAT.		WHEAT FLOUR.	
	Quantity.	Duty.	Quantity.	Duty.
	<i>Qrs. bush.</i>	<i>£. s. d.</i>	<i>Cwts. qrs. lbs.</i>	<i>£. s. d.</i>
5 January 1844 - - - - -	- - -	- - -	1,829 1 4	570 18 10
5 April " - - - - -	- - -	- - -	656 0 6	188 12 2
5 July " - - - - -	573 1	462 19 7	5,396 1 20	1,490 15 9
10 October " - - - - -	1,847 1	1,584 12 11	18,345 0 2	5,709 1 10
5 January 1845 - - - - -	1 1	- 17 10	4,724 0 3	1,620 3 3
TOTAL from 11 October 1843 to 5 January 1845	2,421 3	2,048 10 4	30,950 3 7	9,579 11 10

*Note.*—The Returns transmitted to this Office from the Ports do not afford any view of Importations in monthly periods, with the distinction of countries.

The nearest practicable approach to an exact compliance with the Order of the Honourable House has been made, therefore, in the foregoing Account, which exhibits the Imports from the United States in quarterly periods.



— 3. —

AN ACCOUNT of WHEAT and WHEAT FLOUR, the Produce of *Canada*, Imported into *Great Britain* and *Ireland* (for Home Consumption), from the 11th October 1843 to the 31st December 1844, both inclusive, specifying the Quantity in each Month, and the Amount of Duty received.

MONTHS ENDING.	QUANTITIES of WHEAT and WHEAT FLOUR, the Produce of <i>Canada</i> , Imported into the United Kingdom, (for Home Consumption), from 11 October 1843 to 5 January 1845, and the Amount of Duty received thereon.			
	WHEAT.		WHEAT FLOUR.	
	Quantity.	Duty.	Quantity.	Duty.
	<i>Qrs. bush.</i>	<i>£. s. d.</i>	<i>Cwts. qrs. lbs.</i>	<i>£. s. d.</i>
5 November 1843 - - - - -	- - - - -	- - - - -	37,328 1 12	641 11 11
5 December " - - - - -	4,597 0	229 17 -	77,887 2 21	1,345 8 6
5 January 1844 - - - - -	7,815 1	390 15 3	104,901 3 26	1,805 10 9
5 February " - - - - -	2,627 5	131 7 9	18,436 1 11	316 17 11
5 March " - - - - -	308 0	15 8 -	1,579 2 24	27 3 2
5 April " - - - - -	- - - - -	- - - - -	635 1 25	10 19 3
5 May " - - - - -	- - - - -	- - - - -	538 1 20	9 5 2
5 June " - - - - -	- - - - -	- - - - -	614 2 9	10 11 3
5 July " - - - - -	2,852 0	142 12 -	24,508 3 13	421 5 3
5 August " - - - - -	13,101 0	775 1 1	206,101 3 11	3,542 19 10
5 September " - - - - -	5,970 1	298 10 2	138,141 2 19	2,374 15 10
10 October " - - - - -	8,148 2	407 8 5	165,656 2 26	2,847 10 5
5 November " - - - - -	136 4	6 16 6	43,181 3 1	742 4 8
5 December " - - - - -	1,249 7	62 9 11	39,201 1 4	673 16 8
5 January 1845 - - - - -	3,334 1	166 14 3	23,456 2 0	403 7 5
TOTAL from 11 October 1843 to 5 January 1845	50,139 5	2,627 - 4	882,261 0 26	15,173 8 -

Inspector-General's Office,  
Custom-House, London, 19 February 1845.

William Irving,  
Inspector-General of Imports and Exports.

WHEAT.

AN ACCOUNT of WHEAT Imported from the  
*United States* into *Canada*, and of WHEAT and  
WHEAT FLOUR Imported into *Great Britain*  
and *Ireland* from the *United States* and from  
*Canada*.

(*Mr. William Miles.*)

Ordered, by The House of Commons, to be Printed,  
21 February 1845.

C A N A D A.

RETURN to an Address of the Honourable The House of Commons,  
dated 18 March 1846;—for,

A “COPY of the MEMORIAL from the BOARD of TRADE at TORONTO to the  
BRITISH GOVERNMENT regarding cheap POSTAGE, and the ANSWER of  
the LORDS of the TREASURY to that Memorial:—Also, a COPY of the  
MEMORIAL to Her Majesty respecting differential DUTIES on GOODS  
imported into CANADA, and of the Answer to that Memorial.”

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Colonial Office, Downing-street, }  
1 May 1846.

LYTTELTON.

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(Mr. Hume.)

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*Ordered, by The House of Commons, to be Printed,*  
*4 May 1846.*

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## SCHEDULE.

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No.	DATE.	SUBJECT.	PAGE.
1. Lord Metcalfe, G.C.B., to Lord Stanley.	22 April 1845	Transmitting Petitions from the Boards of Trade of Toronto, Quebec and Montreal, praying for a uniform low Rate of Postage in the British North American Provinces - - - - -	3
2. Lord Stanley to Lord Metcalfe, G.C.B.	31 July 1845	In reply; enclosing Report from the Postmaster-general on the Petitions from Toronto, Quebec and Montreal; and stating that Her Majesty's Government see no reason to dissent from the opinion of the Postmaster-general, that it would be unadvisable at present to sanction any diminution in the present rate of Postage - - - - -	5
3. Lord Metcalfe, G.C.B., to Lord Stanley.	25 April 1845	Transmitting Petition from the Board of Trade of Toronto, respecting differential Duties on Goods imported into Canada -	6
4. The Right hon. W. E. Gladstone to Lord Cathcart, K. C. B.	3 Feb. 1846	Explaining the views of Her Majesty's Government, relative to differential Duties - - - - -	13
5. The Right hon. W. E. Gladstone to Lord Cathcart, K.C.B.	3 Feb. 1846	In reply to several Despatches in relation to the Act of the Canadian Legislature for granting Duties of Customs - -	14
6. Circular Despatch from Lord Stanley.	28 June 1843	Requesting the Governor to call the attention of the Colonial Legislature to certain suggestions respecting the imposition of discriminating Duties on Goods imported into the British Colonies - -	15

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COPIES of the MEMORIALS from the BOARDS of TRADE at TORONTO, QUEBEC and MONTREAL, to the BRITISH GOVERNMENT regarding cheap POSTAGE, and the ANSWER of the LORDS of the TREASURY to that Memorial:—Also, a COPY of the MEMORIAL to Her Majesty respecting differential DUTIES on GOODS imported into CANADA, and of the Answer to that Memorial.

(No. 255.)

— No. 1. —

COPY of a DESPATCH from Lord *Metcalf*, G.C.B., to Lord *Stanley*.

Government House, Montreal,  
22 April 1845.

My Lord,

AT the request of the Boards of Trade of Toronto, Quebec and Montreal, I beg leave to transmit herewith petitions from those bodies to Her Majesty, praying that a uniform low rate of postage should be substituted for the rates now levied in the British North American Provinces; and I venture to recommend the subject to your Lordship's favourable consideration.

No. 1.

Lord Metcalfe to  
Lord Stanley,  
22 April 1845.

I have, &c.  
(signed) *Metcalf*.

Enclosure 1, in No. 1.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please Your Majesty,

The Petition of the Board of Trade of the City of Toronto,

Most humbly sheweth,

THAT Your Petitioners, as well as Your Majesty's other Canadian subjects, have long felt that our provincial rates of letter postage are injuriously high; so much so as to cause a large proportion of the letter correspondence of the province to be carried on by other means than that of the post-office, to the prejudice of the post-office revenue, and inconvenience of trade. Encl. 1, in No. 1.

That experience has shown Your Petitioners, that the lower the rate of postage is in any country, commerce, agriculture and the social relations of life will be proportionally benefited by it.

That Your Petitioners have watched with heartfelt pleasure the successful working out of that greatest and most benevolent of modern reforms, the uniform penny rate of letter postage, as carried into effect by Your Majesty within the United Kingdom of Great Britain and Ireland; and observe that the neighbouring republic, benefiting by the wisdom of Your Majesty, has recently passed a law regulating the rate of postage within the United States, and approximating it to that given by Your Majesty to Great Britain and Ireland.

That Your Petitioners respectfully beg Your Majesty's attention to the following anomaly in rating Canadian postage.

The postage of a single letter—

From Amherstburgh to Montreal, 645 miles, is 1s. 8d., Halifax currency.  
From Amherstburgh to Quebec, 825 miles, is 1s. 10½d., Halifax currency.  
From Toronto to Halifax, 1,256 miles, is 2s. 9d., Halifax currency.  
From Amherstburgh to Halifax, 1,525 miles, is 3s. 4d., Halifax currency.  
From Amherstburgh *via* Quebec and Halifax to England, 4,525 miles, is 1s. 4d., Halifax currency.

That Your Petitioners, therefore, pray that Your Majesty will be graciously pleased to extend to Your faithful Canadian subjects a participation in the benefits of a uniform low rate of letter postage.

263.

For



4 CORRESPONDENCE *relative to* POSTAGE AT TORONTO,

For which purpose Your Petitioners humbly beg that Your Majesty will be graciously pleased to direct the Postmaster-General to issue instructions to the Deputy Postmaster-General in this province, to the purport that instead of the several rates of letter postage now charged in Canada, under authority of Treasury warrant, dated Whitehall, Treasury Chambers, 11th October 1843,—

There shall be charged and taken a uniform rate of Two-pence halfpenny sterling, or Three-pence, Halifax currency, postage, on every letter not exceeding half an ounce weight, sent by mail within the province.

On every letter exceeding half an ounce and not exceeding one ounce in weight, two such single rates of Two-pence halfpenny sterling, or Three-pence, Halifax currency.

And for every half-ounce in weight above the weight of one ounce, there shall be charged and taken progressively an additional single rate of Two-pence halfpenny sterling, or Three-pence, Halifax currency.

And on every letter dropped in the post-office for delivery only, and not intended to be sent by mail, there shall be charged and taken a rate of One penny, Halifax currency.

In the general benefits of this measure to commerce, to agriculture and to civilization, Your Petitioners entertain the utmost confidence.

And Your Petitioners, as in duty bound, will ever pray.

(signed) G. P. Ridout, President,  
and 44 others.

Office of the Board of Trade,  
of the City of Toronto,  
18 March 1845.

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Enclosure 2, in No. 1.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please Your Majesty,

The Petition of the Council of the Board of Trade of Quebec,

Humbly sheweth,

Encl. 2, in No. 1.

THAT Your Petitioners, in common with Your Majesty's other Canadian people, have long been and are now subjected to very high provincial rates of postage, which in the opinion of Your Petitioners are injurious to trade, and prejudicial rather than advantageous to the post-office revenue.

That Your Petitioners would most respectfully call Your Majesty's attention to the fact, that whilst the postage on a single letter from Quebec to Montreal, a distance of 180 miles, is Nine-pence currency; from Quebec to Kingston, a distance of 379 miles, is One shilling and one penny halfpenny currency; from Quebec to Toronto, a distance of 570 miles, is One shilling and sixpence currency; from Quebec to Amherstburgh, a distance of 825 miles, is Two shillings and one halfpenny currency; that on a single letter from England to Amherstburgh, a distance of 4,525 miles, *viâ* Halifax and Quebec, is only One shilling and four-pence currency.

That Your Petitioners conceive that the introduction of a moderate rate of postage into the province would be advantageous to its commerce and agriculture, advance its civilization, and increase the revenue of the post-office.

Wherefore Your Petitioners humbly pray that Your Majesty will be graciously pleased to extend to this province a reduced rate of postage, and to direct that instead of the several rates of letter postage now charged in Canada, the following scale be substituted:—

On every letter not exceeding half an ounce in weight, sent by mail within the province, a distance of not more than 300 miles, Three-pence currency.

On every letter not exceeding half an ounce in weight, sent by mail within the province, a distance exceeding 300 miles, and not more than 600 miles, Sixpence currency.

And so to increase according to distance.

On every letter exceeding half an ounce and not more than an ounce in weight, two single rates.

On every letter exceeding an ounce and not more than an ounce and a half in weight, three single rates.

And so to increase according to weight.

On every letter posted for delivery, not having been carried by mail, One penny currency.

And Your Petitioners will ever pray.

(By order.)

Quebec, 4 April 1845.

(signed) W. Walker,  
President of the Council.

(signed) W. Stevenson,  
Honorary Secretary.

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Enclosure

Enclosure 3, in No. 1.

TO HER MOST EXCELLENT MAJESTY THE QUEEN.

May it please Your Majesty,

The Petition of the Montreal Board of Trade,

Humbly sheweth,

THAT, owing to the high rate charged for postage on letters in Canada, the payment thereof is evaded in every possible way. Encl. 3, in No. 1.

That were the postage reduced, the increase in the number of letters mailed would, in the opinion of your Petitioners, shortly compensate for the reduction on each letter.

That the Government of the United States of America, profiting by the experience of the working of the Postage Law of the United Kingdom, has recently passed a similar Act, with the exception, owing to the greater extent of the country compared to population, that the uniform rates charged are five cents or three-pence currency per half ounce in weight for the first 300 miles, and ten cents for any greater distance.

That an uniform rate, say three-pence currency per half ounce if prepaid, or double that rate if to be collected on delivery, would in the opinion of Your Petitioners be perfectly applicable to Canada, and by diminishing the temptation to evade the law so augment the number of letters sent by mail as not to impair the revenue.

Wherefore Your Petitioners humbly pray Your Majesty, in consideration of the aforesaid premises, graciously to accord to Your Petitioners such a measure of relief as to Your wisdom may seem meet.

And Your Petitioners as in duty bound will ever pray.

(signed) *G. Moffatt,*

President of the Montreal Board of Trade.

Montreal, 21 April 1845.

(signed) *F. A. Willson,*  
Secretary.

—No. 2.—

COPY of a DESPATCH from Lord Stanley to Lord Metcalfe, G.C.B.

My Lord,

Downing-street, 31 July 1845.

No. 2.

I HAVE to acknowledge the receipt of your Lordship's despatch, No. 255, of the 22d April, enclosing petitions to The Queen from the Boards of Trade of Quebec, Toronto and Montreal, praying that an uniform low rate of postage may be substituted for the rates now levied in the British North American Provinces. Lord Stanley to Lord Metcalfe, 31 July 1845.

Having referred these petitions for the consideration of the Lords Commissioners of the Treasury, their Lordships directed the Postmaster-general to make a report to them upon the subject. I now transmit to your Lordship a copy of that report, and have to state that Her Majesty's Government see no reason to dissent from the opinion of the Postmaster-general, that it would be unadvisable to sanction at present any diminution in the rates of postage in the British North American Provinces.

Your Lordship will return an answer to this effect to the petitioners who have addressed Her Majesty on the subject.

I have, &amp;c.

(signed) *Stanley.*

Enclosures in No. 2.

Sir,

Treasury Chambers, 26 July 1845.

Encl. in No. 2.

WITH reference to your letter of the 7th ultimo, enclosing copy of a despatch from the Governor-general of Canada, with petitions from the Boards of Trade of Quebec, Toronto and Montreal, praying that an uniform low rate of postage may be substituted for the rates now levied in the British North American Provinces, I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you copy of a report from the Postmaster-general, dated the 5th instant, on the subject, in order that it may be submitted for the consideration of Lord Stanley, and I am to request that you will acquaint his Lordship that my Lords have not seen any reason to dissent from the opinion submitted by the Postmaster-general in regard to the alterations in the rates of postage suggested in the petitions.

I am, &amp;c.

(signed) *Edward Cardwell.*



6 CORRESPONDENCE *relative to* POSTAGE AT TORONTO,

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

I HAVE the honour to return the accompanying papers, received from the Colonial Office through your Lordships, containing petitions to Her Majesty in favour of a reduction of postage, from the Boards of Trade of Toronto, Quebec and Montreal.

The first recommends an uniform rate on letters sent by mail within the province, of  $2\frac{1}{2}d.$  sterling, or  $3d.$  currency when not exceeding half an ounce; two such rates when exceeding half an ounce and not exceeding an ounce; and an additional rate for every half ounce over and above an ounce. It also proposes a rate of  $1d.$  currency for every letter dropped into a post-office for delivery only.

The second petition recommends that the rate shall be for a letter not exceeding half an ounce, when conveyed by mail within the province, a distance of not more than 300 miles,  $3d.$  currency; above 300 and not exceeding 600 miles,  $6d.$  currency, and so on; to increase according to distance. The rates to increase by the half ounce, as proposed by the Board of Trade of Toronto. A local rate of  $1d.$  currency per letter is also suggested in this petition.

The Board of Trade of Montreal pray for an uniform rate throughout Canada, of  $3d.$  currency per half ounce, if prepaid; but letters to be charged double that rate if posted unpaid.

Your Lordships will see that each proposal differs materially from the others, and that each contemplates an immense reduction in the present rate of postage.

I have given the subject much consideration, and I am not prepared at the present moment to recommend a compliance with the prayer of any one of these parties. I consider it highly desirable that one uniform scale of rates should prevail throughout the provinces of British North America, as it would be most inconvenient that the postage upon a letter, say from a town in Nova Scotia to a town in Canada, should require to be calculated according to three different scales and modes of charge; and, while I am in hopes that there will shortly be a surplus in the postage revenue, both of Nova Scotia and New Brunswick, I feel satisfied it would be a most hazardous experiment to reduce the postage at present to any great extent in these two provinces. I beg further to point out to your Lordships, that according to the last accounts of the post-office in Canada received from Montreal, there was only a surplus on the quarter of  $110l. 17s. 8d.$  sterling; while at this moment I have before me a proposal from the Governor-general of Canada to reduce to a mere nominal charge the postage on all printed forms and accounts sent and received by the public departments at Montreal,—a measure which, if carried out, I fear would immediately convert this surplus into a very large deficiency; and under all these circumstances, however I may wish to see a diminution in the rates of postage in the North American provinces, I cannot recommend your Lordships at present to give your sanction to the resolutions proposed.

I have, &c.

General Post Office,  
5 July 1845.

(signed) *Lonsdale.*

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—No. 3.—

(No. 257.)

EXTRACT of a DESPATCH from Lord *Metcalf*, G. C. B., to Lord *Stanley*,  
dated Government House, Montreal, 25 April 1845.

No. 3.

Lord Metcalfe to  
Lord Stanley,  
25 April 1845.

AT the request of the Board of Trade of Toronto, I beg leave to transmit herewith a petition from that body to Her Majesty, relating to the Act passed in the last Session, intituled, "An Act for granting Provincial Duties of Customs."

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Enclosure in No. 3.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

MOST GRACIOUS SOVEREIGN,

The Petition of the Board of Trade of the City of Toronto,

Most humbly sheweth,

Encl. in No. 3.

THAT in the late Session of the Parliament of Canada, an Act, intituled, "An Act for granting Provincial Duties of Customs," was passed by the two Chambers of the Legislature, and has since received the sanction of his Excellency the Governor-general, on behalf of Your Majesty.

That

That the said Act contains provisions by which discriminative or differential duties of Customs are authorized to be levied on certain goods, in reference to the course of transportation by which they may be brought into this province; a rate of five per centum, ad valorem, being declared payable if "imported by sea," but rates much higher "if imported otherwise than by sea."

That your Petitioners view with serious apprehensions the assumption on the part of a Colonial Legislature, of the privilege of legislating on subjects involving the commercial relations of any part of Your Majesty's dominions with Foreign States; and they consider that the power of enacting laws affecting the external trade of Your Majesty's Colonies, cannot be exercised by any other authority than Your Majesty's Imperial Parliament, without endangering the general interests of the commerce of the empire, and disturbing that harmony of action and feeling between the Imperial and the Colonial authorities, which every loyal and reflecting subject of Your Majesty must desire to see perpetuated.

That your Petitioners have the most unbounded confidence in the wisdom and justice of Your Majesty's Government, and have hailed, with the most heartfelt satisfaction, the recent declarations of Your Majesty's Ministers, in reference to the propriety and expediency of liberating commerce from all artificial restraints; whilst in the happy allusion made by his Excellency the Governor-general of this province, in his speech at the close of the Session of our Provincial Parliament, on the 29th ultimo, to "the prosperity, contentment and happiness which are naturally derived from *unfettered industry* and prudent enterprise," they rejoice to perceive a manifestation of the same sentiments and principles which direct the counsels of Your Majesty's Government at home.

That your Petitioners have in all times past found Your Majesty, as well as Your Royal predecessors, ready and anxious to promote and foster the trade and prosperity of this colony, and that the many valuable boons conferred upon the people of Canada have not only strengthened that bond of union by which they are joined to Your Majesty's empire, but have also clearly demonstrated, that in the hands of Your Majesty's beneficent Government, the interests of Your Majesty's colonial subjects will be at all times wisely and parentally cared for.

That your Petitioners are apprehensive that much unsteadiness in the commercial legislation of this colony would ensue, were the power of regulating its external trade to be delegated to the provincial legislature, as it is not to be concealed that the commercial interests of the colony are very inadequately represented in the popular branch; nor under any circumstances could it be expected that a legislative body placed at so great a distance from the centre of commercial intelligence, and necessarily ignorant of all those important facts which immediately bear upon the commercial relations existing, or likely to exist, between Your Majesty and foreign powers, would be able to direct the course of external trade so as not to involve Your Majesty in serious and continual misunderstandings with such foreign powers; much less, indeed, could it be expected that these misunderstandings would not arise, should every distinct colonial legislature of Your Majesty assume a similar power; for, in this case, there would be as many distinct tariffs of imposts on foreign importations, as there would be distinct legislative bodies; changing too with every change of party ascendancy, or graduated to meet, not the real and sound interests of the people, so much as to appease the clamour of ill-informed or misguided sections of them.

That your Petitioners appreciate too strongly the great importance of steadiness in commercial legislation, and especially in its fiscal department, to warrant their desiring to see the interests of commerce perilled by a change in Your Majesty's colonial policy, which would unhinge the portals within which the commerce of Your Majesty's colonies have so long found security, and have enjoyed an unbroken prosperity to which they would otherwise have been utter strangers.

That the despatches of Your Majesty's Secretary of State for the colonies, addressed to his Excellency the Governor-general of Canada, under dates, "Downing-street, 28th June 1843," and 26th September 1844," are conceived in terms which must fully accord with the views and wishes of your Petitioners, who consider the principles of colonial commercial legislation therein prescribed to be not only strictly compatible with the best interests of the colony, but also the most vital safeguard of colonial dependency.

That, apart from the objections entertained by your Petitioners towards the exercise of the power of enacting laws relating to the external trade of this colony by the provincial legislature, there is involved in the Act of the Parliament of Canada, herein referred to, a principle of distinctive and unjust class legislation, against which your Petitioners most respectfully beg leave to protest. In the discussion which took place in the Legislative Assembly on the provisions of this Act, it was freely announced by the supporters of the measure, that the final object of the introduction of differential duties on imports, in reference to their course of transportation, was, the forcing of the carrying trade between the United States, Atlantic markets and Western Canada from its present course into the navigation of the waters of the River St. Lawrence, in order to secure for the canals on these waters the tolls derivable from this trade. Your Petitioners believe that were there not another argument left to them, by which to prove the unsafety of entrusting the regulation of our foreign colonial trade to a provincial legislature, this one fact would, in the eyes of so enlightened and liberal a Government as that of Your Majesty, be abundantly sufficient.

That if the benefits derived from the existence of public works, which have cost the people of this colony so large an amount of money, are to be accompanied by restrictions upon their commerce, which cannot fail to prove ruinous to the trade of Western Canada,

then



8 CORRESPONDENCE *relative to* POSTAGE AT TORONTO,

then would your Petitioners most humbly state that it had been well for the country if no such works had ever been originated. To open up lines of traffic and thoroughfare for the purpose of facilitating the operations of trade, and then to destroy all collateral facilities under the pretext of maintaining one grand line, your Petitioners consider a most unjust course of policy.

That the cities of Montreal and Toronto are each situate about 400 miles from the port of New York, the general mart in which all goods from the United States are purchased by Canada merchants; the present line of conveyance from New York to Toronto being by inland navigation, *viâ* the Hudson River, the Erie and Oswego Canals and Lake Ontario; the rate of freight about 55 cents per cwt., and the time required varying from four to ten days. That the distance from Montreal to Toronto is about the same as from New York to Toronto, and the rates of freight on these two lines are generally nearly equal; and consequently were the merchants of Western Canada to be obliged to "import by sea," the distance, time and charges would be all increased proportionally; the voyage from New York to Montreal would be little short of that from Liverpool. The coasting navigation along the shores of New England, New Brunswick, Nova Scotia, and through the Gulf and River St. Lawrence, is not surpassed in danger by any in the world; one of Your Majesty's mail steam packets not long since, in fine weather, ran ashore on an island between Boston and Halifax, and, notwithstanding every exertion to save her, became a total wreck. The insurance at certain periods through the Gulf is as high as six and even ten per cent. The period of open waters is at least one month, and often six weeks in our half seasons, less than by the present line. It is of importance to state that the charge of insurance is never incurred on goods imported from New York by the present line of transportation.

That, contending against all these disadvantages, Your Petitioners most respectfully submit, that the present traders of Western Canada, who purchase limited assortments in the United States market for cash, or on short credits, would not be able to continue to compete in this trade if forced to bring their goods into the province by the tedious, perilous and expensive course of navigation by sea, referred to; and that the consumers of Western Canada, who are an agricultural population, and may be said to be the sole products of this colony, must be the ultimate sufferers from all these disadvantages.

That the operation of the proposed system of differential duties would be, if in the nature of human affairs it were practicable, to render the whole trade between the United States and Western Canada tributary to the heavy capitalists of Eastern Canada, and thus, for the benefit of a very small number, to inflict a most serious injury on the great industrial mass of the population. But Your Petitioners most respectfully submit, that no such fiscal enactment as would be adequate to the proposed results could ever be carried into effectual operation in this colony. The difference in the rates of duties requisite to cover such serious disadvantages on the part of the importer by sea, would merely become the profit margin of the smuggler, who is never slow to benefit by the existence of unwise fiscal legislation. For every shilling that our canals would profit by the change, the public revenue would lose twenty by the evasions of the illicit trader. Nor would the pecuniary injury thus sustained by the province be the greatest evil entailed upon it; the demoralization of thousands of the population would result; and though the repeal of the law might remove the temptation to crime, it could not, at the same time, eradicate its propensities to it which it had generated.

That Your Petitioners would not consider the trivial items placed under differential duties, in the Act referred to, as calling upon them to trespass on the forbearance of Your Majesty, by petitioning for a repeal of the Act. Your Petitioners are happy that as yet they have to complain against an impending rather than an existing evil; for though some of the articles enumerated under differential duties are placed under very high rates, if brought by inland navigation, in comparison with the rate to be levied "when imported by sea," yet the trifling amount of these goods imported from the United States into Canada would prevent the operation of the law being ever seriously felt. But as the supporters of the principle of differential duties could never have conceived their purpose to be much advanced by this partial developement of the system, Your Petitioners conceive that a due regard to their duty as faithful subjects of Your Majesty, and a becoming respect to the commercial and agricultural interests of Western Canada, imperatively call upon them to place before Your Majesty their views upon this important subject.

Your Petitioners therefore pray that Your Majesty will be graciously pleased to employ such means as to Your Majesty may seem proper for the prevention of any enactment by the Legislature of this colony, which may institute differential rates of duties on the imports of the colony; and that Your Majesty will issue such instructions to the Executive of this province as may tend to the prevention of all fiscal or other regulations calculated to favour the interests of any particular class of Your Majesty's subjects, to the disadvantage of the remainder.

And Your Petitioners, as in duty bound, will ever pray, &c.

For and by order of the Board, at the city of Toronto, this 7th day of April in the year of our Lord 1845.

(signed)      *Geo. Perc' Ridout*, President.  
                      *Jos. Workman*, Vice-President,  
    and 38 others.

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Anno

Anno Octavo VICTORIÆ REGINÆ.—Cap. III.

AN ACT for granting Provincial Duties of Customs.—[17th March 1845.]

WHEREAS it is expedient, from and after the time hereinafter mentioned, to repeal so much of the Acts hereinafter mentioned as imposes any duties of customs, to the end that other duties may be imposed in lieu thereof: Be it therefore Enacted, by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, "An Act to re-unite the Provinces of Upper and Lower Canada and for the Government of Canada," and it is hereby enacted, by the authority of the same, That upon, from and after the 6th day of April 1845, so much of the Act passed in the session held in the 4th and 5th years of Her Majesty's reign, and intituled, "An Act to repeal certain Acts therein mentioned, and to consolidate the Laws relating to the Provincial Duties to be levied on Goods, Wares and Merchandize imported into this Province," or of an Act passed in the 7th year of Her Majesty's reign, and intituled, "An Act to continue for a limited time the Duties imposed on Agricultural Produce and Live Stock imported into this Province," as imposes any duty of customs on any goods, wares and merchandize or agricultural produce imported into this province, shall be, and so much of the said Acts is hereby repealed; any thing in the Act passed during the present session to continue that last above cited, to the contrary notwithstanding.

Preamble.

So much of the Act 4 & 5 Vict. c. 14, or 7 Vict. c. 2, as imposes any Duties of Customs, repealed from and after the 6th day of April next.

II. And be it enacted, that upon, from and after the said day, in lieu and instead of all other duties of customs imposed by any Provincial Act (except the duty upon foreign wheat imposed by the Act passed in the 6th year of Her Majesty's reign, and intituled, "An Act to impose a Duty upon Foreign Wheat imported into this Province"), there shall be raised, levied, collected and paid unto Her Majesty, Her heirs and successors, upon goods, wares and merchandize imported into this province, except on foreign wheat and such articles and commodities as are mentioned in the table of exemptions annexed to this Act, the several duties of customs respectively inserted, described and set forth in the Table to this Act annexed, and intituled, "Table of Duties of Customs inwards:" Provided always, That nothing herein contained shall be construed to repeal any tonnage duty, or any duty except such as is imposed on goods, wares or merchandize imported into this province: And provided also, that if any timber, sawed lumber, or other article enumerated in the Schedule to this Act under the head "Wood," shall be imported into this province on or before the 5th day of July next, in fulfilment or execution of any contract for the delivery thereof within this province, *bonâ fide* made and entered into before the 1st day of February last past, it shall be lawful for the Governor in Council, on due proof thereof, to remit the amount of duties imposed by this Act, and to order and appoint that no other or higher duty than that which was by law in force immediately before the passing of this Act, shall be levied and collected on the timber, sawed lumber or other article aforesaid to be imported in manner and by the day in that behalf above set forth.

The duties set forth in the Schedule to be instead of all others, except that on foreign wheat.

Proviso.

Proviso as to timber, sawed lumber, &c. contracted for before the 1st February, and imported on or before the 5th July next.

III. And be it Enacted, That the duties by this Act imposed shall be deemed to be duties within the meaning of the Act passed during the present Session of the Provincial Legislature, and intituled, "An Act to provide for the Management of the Customs, and of Matters relative to the Collection of the Provincial Revenue;" subject to the provisions of which Act, and of this Act, the said duties shall be ascertained, raised levied, collected, paid and recovered, under the provisions under which duties on like articles were ascertained, raised, levied, collected, paid and recovered immediately before the 6th day of April aforesaid (or if no duties were then imposed on like articles, then under the provisions of the Act first cited), and other laws applicable to the provincial customs generally, unless some Act be passed during the present Session for the general regulation of the customs, in which case all the duties hereby imposed shall be ascertained, raised, levied, collected, paid and recovered under the provisions of such Act.

Duties to be subject to the Management Act of this Session.

IV. And be it Enacted, That all sums of money which shall arise from the duties hereby imposed, shall be paid to the Receiver-general, by the collectors and other officers and persons by whom the same shall have been received, and shall form part of the Consolidated Revenue Fund of this province, and shall be accounted for to Her Majesty, Her heirs and successors, through the Lords Commissioners of Her Majesty's Treasury for the time being, in such manner and form as Her Majesty, Her heirs and successors, shall be pleased to direct.

Duties to form part of the Consolidated Revenue Fund.

Accounting clause.

V. Provided always, and be it Enacted, That the provincial duty payable on any goods, wares or merchandise (except foreign wheat), which having been warehoused in bond before this Act shall come into force, shall be taken out of the warehouse after that time (except for exportation) shall be the duty imposed on such goods, wares and merchandize by this Act, and no other, as if the same had been imported into this province at the time when they shall be so taken out of the warehouse.

What Duties shall be paid on goods warehoused before this Act was in force.

VI. And be it Enacted, That all sums of money which shall arise from the duties hereby imposed, and set forth in words and figures in the said "Table of Duties of Customs Inwards," shall be sterling money, and payable in such coins as may by law be current in this province, and equivalent to the amount of sterling money to which such duties may amount in any case; and the weights and measures in the said Table mentioned and set

Currency, weights and measures by which the Duties shall be calculated.



10 CORRESPONDENCE *relative to* POSTAGE AT TORONTO,

Proportion to be observed.

Act may be altered during this Session.

forth, shall be the imperial weights and measures now by law established in the United Kingdom of Great Britain and Ireland; and in all cases where the said duties are imposed according to any specific quantity or any specific value, the same shall be deemed to apply in the same proportion to any greater or less quantity or value.

VII. And be it Enacted, That this Act may be amended or repealed by any Act to be passed in this present session of the Provincial Legislature.

SCHEDULE.

Duties.

TABLE OF DUTIES OF CUSTOMS INWARDS.

ARTICLES :										Duty Sterling.		
										£.	s.	d.
Animals; viz.												
Cows and heifers, each	-	-	-	-	-	-	-	-	-	1	-	-
Calves, each	-	-	-	-	-	-	-	-	-	-	5	-
Goats, each	-	-	-	-	-	-	-	-	-	-	2	6
Horses mares, geldings, colts, fillies, foals, each	-	-	-	-	-	-	-	-	-	1	10	-
Kids, each	-	-	-	-	-	-	-	-	-	-	2	6
Lambs, each	-	-	-	-	-	-	-	-	-	-	1	-
Oxen, and bulls and steers, each	-	-	-	-	-	-	-	-	-	1	10	-
Pigs (sucking), each	-	-	-	-	-	-	-	-	-	-	-	6
Swine and hogs, each	-	-	-	-	-	-	-	-	-	-	5	-
Sheep, each	-	-	-	-	-	-	-	-	-	-	2	-
Grain; viz.												
Barley, the quarter	-	-	-	-	-	-	-	-	-	-	3	-
Buckwheat, bear, big, the quarter	-	-	-	-	-	-	-	-	-	-	3	-
Oats, the quarter	-	-	-	-	-	-	-	-	-	-	2	-
Maize or Indian corn (the quarter to be 480 lbs.), the quarter	-	-	-	-	-	-	-	-	-	-	3	-
Rye, beans, peas, the quarter	-	-	-	-	-	-	-	-	-	-	3	-
Meal, of all the above grains, and of wheat not bolted, the 196 lbs.	-	-	-	-	-	-	-	-	-	-	2	-
Wheat flour, per barrel of 196 lbs.	-	-	-	-	-	-	-	-	-	-	-	6
Bran or shorts, the cwt.	-	-	-	-	-	-	-	-	-	-	-	3
Hay, the ton	-	-	-	-	-	-	-	-	-	-	6	-
Straw, the ton	-	-	-	-	-	-	-	-	-	-	3	-
Hops, the lb.	-	-	-	-	-	-	-	-	-	-	-	3
Liquids, viz.:												
Ale and beer, if imported otherwise than by sea, the gallon	-	-	-	-	-	-	-	-	-	-	-	3
Ale and beer, in bottle - ditto the dozen	-	-	-	-	-	-	-	-	-	-	1	-
Cider and Perry - ditto the gallon	-	-	-	-	-	-	-	-	-	-	-	1
Vinegar - ditto the gallon	-	-	-	-	-	-	-	-	-	-	-	3
When imported by sea, five per centum ad valorem.												
Provisions; viz.												
Butter, the cwt.	-	-	-	-	-	-	-	-	-	-	2	-
Bacon, the cwt.	-	-	-	-	-	-	-	-	-	-	5	-
Cheese, the cwt.	-	-	-	-	-	-	-	-	-	-	2	6
Hams, the cwt.	-	-	-	-	-	-	-	-	-	-	5	-
Meats, salted or cured, the cwt.	-	-	-	-	-	-	-	-	-	-	2	-
Meats, fresh, of all kinds, the cwt.	-	-	-	-	-	-	-	-	-	-	4	-
Candles, Sperm or Wax, the lb.	-	-	-	-	-	-	-	-	-	-	-	2
All other kinds, when imported otherwise than by sea, the lb.	-	-	-	-	-	-	-	-	-	-	-	1
And if imported by sea, five per centum ad valorem.												
Potatoes, the bushel	-	-	-	-	-	-	-	-	-	-	-	3
Salt, imported otherwise than by sea, the barrel weighing net 280 lbs.	-	-	-	-	-	-	-	-	-	-	2	6
Imported by sea, the ton	-	-	-	-	-	-	-	-	-	-	1	-
Leather; viz.												
Goat skins, tanned, tawed or in any way dressed, per dozen	-	-	-	-	-	-	-	-	-	-	5	-
Lamb or sheep skins, tanned, tawed or in any way dressed, per dozen	-	-	-	-	-	-	-	-	-	-	2	6
Calf skins, tanned, tawed or in any way dressed, per lb.	-	-	-	-	-	-	-	-	-	-	-	6
Kip skins, tanned, tawed or in any way dressed, per lb.	-	-	-	-	-	-	-	-	-	-	-	3
Harness leather, per lb.	-	-	-	-	-	-	-	-	-	-	-	2
Upper leather, per lb.	-	-	-	-	-	-	-	-	-	-	-	2
Sole leather, per lb.	-	-	-	-	-	-	-	-	-	-	-	1½
Leather cut into shapes, per lb.	-	-	-	-	-	-	-	-	-	-	-	6
Leather Manufactures; viz. boots, shoes and calashes, viz.												
Women's boots, shoes and calashes of leather, per dozen pairs	-	-	-	-	-	-	-	-	-	-	7	6
Women's boots and shoes of silk, satin, jean or other stuffs, kid or morocco, otherwise than by sea, per dozen pairs	-	-	-	-	-	-	-	-	-	-	7	6
And if by sea, five per centum ad valorem.												

Leather

## and of DUTIES ON GOODS IMPORTED INTO CANADA.

11

						Duty Sterling.		
						£.	s.	d.
Leather Manufactures; viz. boots, shoes and calashes— <i>continued</i> .								
Girls' boots, shoes and calashes of leather, under seven inches in length, per dozen pairs	-	-	-	-	-	-	2	6
Girls' boots and shoes of silk, satin, jean or other stuffs, kid or morocco, otherwise than by sea, per dozen pairs	-	-	-	-	-	-	3	-
And if by sea, five per centum ad valorem.								
Men's boots, of leather, per pair	-	-	-	-	-	-	2	6
Men's shoes ditto ditto	-	-	-	-	-	-	1	-
Boys' boots ditto under eight inches in length, per pair	-	-	-	-	-	-	1	3
Boys' shoes ditto ditto	-	-	-	-	-	-	-	9
Sugar; viz.								
Muscovado and clayed, that has not undergone any process whatever, for refining or otherwise, the lb.	-	-	-	-	-	-	-	1
Refined in loaves, lumps or crushed, and sugar candy, the lb.	-	-	-	-	-	-	-	2
Bastard, and all other sugars whatever, the lb.	-	-	-	-	-	-	-	1
Coffee, green, the lb.	-	-	-	-	-	-	-	1
Roasted, the lb.	-	-	-	-	-	-	-	2
Ground, the lb.	-	-	-	-	-	-	-	4
Cocoa, the lb.	-	-	-	-	-	-	-	$\frac{1}{2}$
Paste, chocolate, the lb.	-	-	-	-	-	-	-	2
Tea, the lb.	-	-	-	-	-	-	-	1
Tobacco, unmanufactured, the lb.	-	-	-	-	-	-	-	1
Manufactured, the lb.	-	-	-	-	-	-	-	1
Segars, the lb.	-	-	-	-	-	-	2	-
Snuff, the lb.	-	-	-	-	-	-	-	4
Molasses and treacle, the cwt.	-	-	-	-	-	-	1	-
Syrups, per gallon	-	-	-	-	-	-	-	9
Fruit; viz.								
Almonds, per lb.	-	-	-	-	-	-	-	1
Apples, per bushel	-	-	-	-	-	-	-	6
Apples, dried, per bushel	-	-	-	-	-	-	1	-
Currants, per cwt.	-	-	-	-	-	-	5	-
Figs, per cwt.	-	-	-	-	-	-	5	-
Nuts, per lb.	-	-	-	-	-	-	-	$\frac{1}{2}$
Pears, per bushel	-	-	-	-	-	-	1	-
Prunes, per lb.	-	-	-	-	-	-	-	1
Raisins, in boxes, per lb.	-	-	-	-	-	-	-	1
Raisins, in kegs, or otherwise than in boxes, per lb.	-	-	-	-	-	-	-	$\frac{1}{2}$
Maccaroni and Vermicelli, per lb.	-	-	-	-	-	-	-	1
Olive oil, in casks, per gallon	-	-	-	-	-	-	-	4
in jars and bottles, per gallon	-	-	-	-	-	-	1	-
Lard oil, per gallon	-	-	-	-	-	-	-	4
Linseed oil, raw or boiled, per gallon	-	-	-	-	-	-	-	2
India rubber boots and shoes, per pair	-	-	-	-	-	-	-	6
Spices; viz.								
Cassia, per lb.	-	-	-	-	-	-	-	2
Cinnamon, per lb.	-	-	-	-	-	-	-	2
Cloves, per lb.	-	-	-	-	-	-	-	2
Nutmegs, per lb.	-	-	-	-	-	-	-	4
Pimento, per lb.	-	-	-	-	-	-	-	$\frac{1}{2}$
Pepper, of all kinds, per lb.	-	-	-	-	-	-	-	$\frac{1}{2}$
Mace, per lb.	-	-	-	-	-	-	-	3
Wood; viz.								
Pine, white, and in proportion for any smaller quantity thereof, per 1,000 cubic feet	-	-	-	-	-	1	5	-
Pine, red, per 1,000 cubic feet	-	-	-	-	-	1	15	-
Oak, per 1,000 cubic feet	-	-	-	-	-	2	15	-
Birch, per 1,000 cubic feet	-	-	-	-	-	2	10	-
Ash, elm, tamarac or hachmatac, and other woods not herein charged with duty, per 1,000 cubic feet	-	-	-	-	-	1	5	-
Staves, standard or measurement, per standard mille	-	-	-	-	-	1	5	-
Puncheon or West India:								
White oak, per standard mille	-	-	-	-	-	-	10	-
Red oak, per standard mille	-	-	-	-	-	-	7	6
Ash, per standard mille	-	-	-	-	-	-	4	-
Barrel, per standard mille	-	-	-	-	-	-	4	-
Deals, pine, per Quebec standard 100	-	-	-	-	-	-	15	-
— spruce, per Quebec standard 100	-	-	-	-	-	-	7	6
Handspikes, per dozen	-	-	-	-	-	-	-	3
Oars, per pair	-	-	-	-	-	-	-	3
Planks, boards and all kinds of sawed lumber, not herein charged with duty, per 1,000 superficial feet, inch thick	-	-	-	-	-	-	7	6
And so in proportion for any greater thickness.								



12. CORRESPONDENCE relative to POSTAGE AT TORONTO,

	Duty Sterling.		
	£.	s.	d.
Spirits or Strong Waters of all sorts ; viz.			
For every gallon of such spirits or strong waters, except rum, of any strength not exceeding the strength of proof by Sykes' hydrometer, and so in proportion for any greater strength than the strength of proof, and for any greater or less quantity than a gallon, the gallon -	-	1	3
Rum, - - ditto - - ditto - - ditto - the gallon - -	-		6
And further for any excess over hydrometer proof, an equal additional duty per gallon to the duty imposed upon the said spirits and rum by any Act or Acts of the Imperial Parliament, and payable in this province, until the same shall be provided for by any Act of the Imperial Parliament of Great Britain and Ireland.			
For every gallon of such spirits or strong waters or rum, sweetened or mixed with any article so that the degree of strength thereof cannot be ascertained, the gallon - - - - -	-	2	-
Wine, of all kinds, the gallon - - - - -	-	-	8
And 10 per centum <i>ad valorem</i> .			
Anchovies and sardines, preserved in oil, for every 100 <i>l.</i> of the value -	}	10	-
Biscuits and crackers, ditto - - - - -			
Clocks and watches, ditto - - - - -			
Carriages and vehicles of all kinds, unenumerated, ditto - - - - -			
Extracts, essences and perfumery, ditto - - - - -			
Eggs, ditto - - - - -			
Fruit, unenumerated, ditto - - - - -			
Fanning and bark-mills, ditto - - - - -			
Machinery, unenumerated, ditto - - - - -			
Oils, unenumerated, vegetable, volatile, chemical and essential, ditto -			
Pickles and sauces, ditto - - - - -			
Poultry and game, ditto - - - - -			
Playing cards, ditto - - - - -			
Sausages and puddings, ditto - - - - -			
Seeds, not enumerated, ditto - - - - -			
Vegetables not enumerated ditto - - - - -			
Goods, wares, and merchandize not otherwise charged with duty, and not herein declared to be free of duty, for every 100 <i>l.</i> of the value -	}	5	-
Ashes of all kinds, for every 100 <i>l.</i> of the value - - - - -			
Bark, ditto - - - - -			
Burr stones, unwrought, ditto - - - - -			
Berries, nuts, and vegetables used principally in dyeing, ditto - - -			
Cotton wool, ditto - - - - -			
Coals, ditto - - - - -			
Fur skins or peltries, undressed or unmanufactured, ditto - - - -			
Hemp, flax, and tow, ditto - - - - -			
Hides, raw, ditto - - - - -			
Mahogany and hardwood, unmanufactured, for furniture, ditto - - -		}	1
Pig iron, ditto - - - - -			
Palm oil, ditto - - - - -			
Saw logs, ditto - - - - -			
Soda ash, ditto - - - - -			
Tallow, ditto - - - - -			
Lard, ditto - - - - -			
Fish oil, ditto - - - - -			
Fish, salted or cured, ditto - - - - -			
Oysters, lobsters and turtles, ditto - - - - -			

Exemptions.

EXEMPTIONS.

- Anatomical preparations.
- Copies of the Holy Scriptures printed in the United Kingdom of Great Britain and Ireland.
- Coin and bullion.
- Donations of books or clothing specially imported for the use of, or to be distributed gratuitously by any charitable society in the province.
- Fish, fresh, not described.
- Horses and carriages of travellers, and horses, cattle and carriages and other vehicles when employed in carrying merchandize, together with the necessary harness and tackle, so long as the same are *bonâ fide* in use for that purpose.
- Hides and tallow, and offal of cattle and swine slaughtered in bond.
- Manures of all kinds.
- Models of machinery, and of other inventions and improvements in the arts.

Old junk or oakum.

Packages containing dutiable articles.

Philosophical apparatus, instruments, books, maps, statuary, busts and casts of marble, bronze, alabaster or plaster of Paris, paintings, drawings, engravings, etchings, specimens of sculptures, cabinets of coins, medals, gems and all other collections of antiquities, provided the same be specially imported in good faith for the use of any society incorporated or established for philosophical or literary purposes, or for the encouragement of the fine arts, or for the use or by the order of any university, college, academy, school or seminary of learning within this province.

Arms or clothing, which any contractor or contractors, commissary or commissaries, shall import or bring into the province for the use of Her Majesty's army or navy, or for the use of the Indian nations in this province, provided the duty otherwise payable would be defrayed or borne by the Treasury of the United Kingdom or of this province.

Specimens in natural history, mineralogy and botany.

Seeds of all kinds, farming utensils and implements of husbandry, animals for the improvement of stock, when specially imported in good faith by any society incorporated or established for the encouragement of agriculture.

Trees, shrubs, plants, bulbs or roots.

Wearing apparel in actual use, and other personal effects not merchandize, implements and tools of trade of handicraftsmen in the occupation or employment of persons coming into the province for the purpose of actually settling therein.

Also, cordage, pitch, tar, turpentine, leather, leatherware, fishermen's clothing and hosiery, fishing craft, utensils and instruments imported into the district of Gaspé from the United Kingdom or the Channel Islands for the use of the fisheries carried on therein, subject to such regulations as the principal officer of Customs at the Port of Quebec shall make, and which he is hereby empowered to establish, for the purpose of ascertaining that such articles are *bonâ fide* intended to be applied for the use of such fisheries.

(No. 17.)

-- No. 4 --

EXTRACT of a DESPATCH from the Right honourable *W. E. Gladstone* to  
Lord *Cathcart*, K. C. B., dated Downing-street, 3 February 1846.

AN important question was brought under the notice of my predecessor, with respect to the imposition of differential duties upon goods brought into Canada otherwise than by sea. The purpose of such duties would avowedly be, to offer a premium upon traffic by way of the St. Lawrence, as compared with traffic by way of New York and other parts of the United States.

In respect to any proposal having this object, Her Majesty's Government have to consider, in the first place, whether they shall adopt such a policy, make it their own, and introduce measures into the Imperial Parliament for the purpose of giving effect to it; in the second, whether, if they are not inclined to such a course, they shall still leave it open to the Provincial Legislature to deal with the question as one of internal rather than of imperial concern.

Upon the first of these points, I have to acquaint you that Her Majesty's Government do not intend to propose to Parliament any measure for the imposition of new differential duties upon goods brought into Canada by land carriage and inland navigation. Their opinion is, that both the St. Lawrence and the route of the United States have their own commercial advantages. The Imperial Statutes already throw an additional weight, which I hold to be not inconsiderable, into the scale of the former route; and I do not think it would either be advisable in the particular case, or befit the commercial policy of the British Legislature, that it should undertake further to affect the competition between them.

As a consequence of what I have already stated you will readily infer, that I cannot authorize your Lordship to recommend the introduction of any measure of the kind with the authority which you possess as the representative of Her Majesty.

But, on the other hand, I must give a different reply to the question, whether you are to intimate disapproval of such a measure, if you should find it to be unequivocally demanded by the general sentiment of the community, and should be presented to you for legislative sanction.

You are aware that it is a rule of imperial policy generally to reserve to Parliament the consideration of any question of differential or protective duty which

No. 4.

Right Hon. W. E.  
Gladstone to Lord  
Cathcart,  
3 February 1846.



may arise in the colonies. Not refusing to make due allowance for subsisting irregularities of practice in this respect, I am desirous, in prospective legislation, to adhere to this maxim. But I grant that it is more strictly applicable to maritime commerce than to the case of a colony having direct and extended relations along a frontier of many hundred miles with a foreign country. Your Lordship is therefore authorized to view the question as one to be determined according to the convictions of the people of Canada, whatever they may be, when constitutionally brought before you in the form of a legislative measure.

With regard, however, to the form of any such enactment, supposing it to be introduced into discussion, I would suggest what appears to Her Majesty's Government a decided improvement upon that which is employed in the Act of the last Session "For granting Provincial Duties of Customs." The lower rate of duty, when a distinction is made, should be extended to "goods imported otherwise than by sea from a British possession," as well as to goods imported by sea. The practical or commercial effect of the change might be trivial; but it would obviate an objection of general principle to an arrangement, under which importation from a British possession is, under given circumstances, made subject to a heavier burden than direct maritime importation from a foreign country.

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— No. 5. —

No. 5.

Right hon.  
W. E. Gladstone  
to Earl Cathcart,  
3 February 1846.

(No. 18.)

EXTRACT of a DESPATCH from the Right honourable *W. E. Gladstone* to Earl *Cathcart*, K.C.B., dated Downing-street, 3 February 1846.

No. 257, 25 April 1845.  
No. 258, 25 April 1845.  
No. 268, 6 May 1845.  
No. 271, 9 May 1845.  
No. 281, 23 May 1845.

THE several despatches enumerated in the margin I acknowledge, and propose to answer together, because they are all referable to the same common subject of the Act of the Canadian Legislature of the 17th of last March, ch. 3 (No. 210), for granting Provincial Duties of Customs. This Act stands for the signification of Her Majesty's pleasure; and I am not able, until an amendment shall have been introduced into it, to advise Her Majesty to allow it.

It involves two principles of great importance, the first directly, and the second virtually.

*Vide page 13.*

The first is the distinction between goods sea-borne and goods otherwise imported. Upon this subject I need simply refer you to what I have stated in regard to the proposal to levy inland countervailing duties upon goods generally. I am not, your Lordship will perceive, precluded by a difficulty arising upon this part of the measure from advising its allowance; but I also find, that for the duty of 5%, which has heretofore been payable upon leather and leather manufactures imported into Canada, rated imposts have been substituted, which appear to range generally from 10% up to 25% or 30%, *ad valorem*. In some cases a distinction is taken in favour of sea-borne articles; in others the application of the duty is uniform.

Her Majesty's Government are not prepared to assent to the imposition on such British goods as are ordinarily sent to Canada from the United Kingdom, or from a British possession, of rates of duty substantially higher than those which were levied under the previous Provincial Customs Act, although they take no objection to the substitution for duties *ad valorem*, of such fixed amounts as may be considered on the average equivalent to them. Your Lordship will consider this as their fixed decision, and will make it known accordingly. An amendment of the Act, to bring it into conformity with this decision, is indispensable.

Her Majesty's Government would very reluctantly consent to an increase of the duties upon foreign goods when imported by sea into the British colonies, as they stood before the passing of the Act now under consideration.

If it be possible to consider the inland carriage as a matter rather for adjustment in the province than as raising an imperial question, in which the particular colony can only be regarded as a portion of an empire animated by a central and single principle of action, it is not possible, in the judgment of Her Majesty's Government, to extend this view to maritime commerce, without the risk of great inconvenience.

Any

Any increase, however, of the kind to which I refer, must not only be specifically and avowedly laid upon foreign goods, and upon foreign goods alone, when the article is one likewise produced in the United Kingdom or in the British Possessions, and entering into the trade between them and the province of Canada, but must likewise be supported by strong and special considerations to be stated for the information of the Government. Whatever influence of persuasion your Lordship can exercise, you will employ for the purpose of recommending an adherence to the commercial principles of the circular of my predecessor, dated June 28, 1843, or at the least, of moderating the disposition to call for augmentations of differential duties upon foreign productions.

Page 15.

—No. 6.—

CIRCULAR DESPATCH from Lord *Stanley*.

Sir,

Downing-street, 28 June 1843.

I HAVE to desire that you would call the attention of the Legislature of the colony under your Government, to the following statement and suggestions.

No. 6.  
Circular Despatch  
from Lord Stanley,  
28 June 1843.

The imposition of discriminating duties on goods imported into the British colonies, when the discrimination is made for the protection of some branch of British or colonial industry, is an office of great difficulty. To the right discharge of it, an intimate acquaintance with the commercial treaties and political relations between this kingdom and foreign states is indispensable. To legislate on such a subject in ignorance of those treaties and relations, would be to render inevitable much serious practical error.

But in the nature of the case it is impossible that this knowledge should be possessed in the requisite degree by the various local Legislatures of the colonies of this kingdom. They have no means of knowing the state or the objects of pending negotiations, nor even of ascertaining, with absolute precision, the terms of treaties actually concluded. If they legislate at all on these subjects, they must do so in ignorance of some facts which cannot be safely excluded from consideration.

Neither is it possible that forty distinct legislatures, having no means of mutual communication and concert, should act consistently with each other on such subjects. The local opinions or interests of each colony must dictate the laws of each, and the general code of the empire, compiled from so many different sources, must be at the utmost variance with itself on a subject on which unanimity and consistency is indispensable. In such a state of the law, Her Majesty's Government could not negotiate or treat with confidence, with any foreign state for commercial purposes; nor could they fulfil such treaties as might be made. Painful and injurious discussions with those states must arise, and perhaps indemnities and compensations must have to be paid.

For these reasons, Her Majesty's Government decidedly object in principle to the assumption by the local Legislatures of the office of imposing differential duties on goods imported into the respective colonies, Parliament having already prescribed the rules by which such duties are to be discriminated, with reference to the place of origin or of export; to Parliament alone the power of altering those rules must be reserved. The single exception to this general rule will occur in any cases in which Her Majesty's Government may have suggested to any local Legislature the enactment of any such discriminating duties. If such cases should arise, the ministers of the Crown would be able to take the necessary measures for obtaining the subsequent sanction of Parliament for any such innovation.

You will therefore exercise all the legitimate influence of your office to prevent the introduction into the Legislature of the colony under your government, of any law by which duties may be imposed on goods, in reference to their place of production, or to the place from which they may be exported. In the same way, you will exert yourself to prevent the introduction of any law imposing on refined sugar imported into the colony, higher duties, in the case of sugar refined in this country in bond from foreign sugar, than in the case of sugar refined here from British colonial sugar.

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If



If unfortunately your efforts should be unsuccessful, and if any such law should be presented for your acceptance, your duty will be to withhold your assent to it. From the discharge of that duty, however unpopular it may be, you will not shrink; for by declining to undertake it, you would only subject Her Majesty's Government, and the colony itself, to a still more serious inconvenience.

Her Majesty could not be advised to sanction any colonial law imposing discriminating duties which Her Majesty's Government had not previously recommended, or which Parliament has not expressly established, or enacting such duties on any terms which Parliament has not prescribed. The disallowance of any such enactments would therefore be inevitable, and that measure would be attended with far more serious inconveniences than any which could result from your own refusal to accept them. I trust, however, that there is no good reason to anticipate, or to provide against such a contingency.

I have, &c.  
(signed)      *Stanley.*

CANADA.

COPY of the MEMORIAL from the Board of Trade at Toronto to the BRITISH GOVERNMENT regarding cheap POSTAGE, and the ANSWER of the LORDS of the TREASURY to that Memorial:—Also, a COPY of the MEMORIAL to Her Majesty respecting differential DUTIES on Goods imported into CANADA, and of the ANSWER to that Memorial.

(*Mr. Hume.*)

*Ordered, by The House of Commons, to be Printed,*  
*4 May 1846.*

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*Under 3 oz.*

C A N A D A.

RETURN to an Address of the Honourable The House of Commons,  
dated 14 May 1846;—for,

“ COPY of the Governor-general Earl *Cathcart*'s SPEECH to the Legislative Assembly of the *Canadas* : ”

COPY “ of the DESPATCH or DESPATCHES, referred to in the Governor-general's SPEECH as having been, and of any others since addressed to Her Majesty's Secretary of State for the Colonies, remonstrating against certain presumed Changes in the Imperial Commercial Policy, or conveying to Her Majesty's Government information respecting the feelings of Her Majesty's Canadian subjects in regard to the Commercial Changes now under the consideration of the Imperial Legislature : ”

COPY “ of any PETITION from the Quebec Board of Trade, addressed to Her Majesty's Principal Secretary of State for the Colonies in the course of the present Year, on the subject of apprehended Changes in the Imperial Tariff affecting the Produce of the *Canadas* : ”

(*Lord George Bentinck.*)

“ COPY of a DESPATCH from Mr. Secretary *Gladstone* to the Earl *Cathcart*, dated Downing-street, the 3d day of March 1846 : ”

“ COPY or EXTRACT of a DESPATCH from Mr. Secretary *Gladstone* to the Earl *Cathcart*, dated Downing-street, the 3d day of February 1846 (No. 19.) : ”

“ COPY of a DESPATCH from Mr. Secretary *Gladstone* to the Earl *Cathcart*, dated Downing-street, the 4th day of May 1846. ”

(*Sir George Clerk.*)

Colonial Office, Downing-street, }  
18 May 1846.

LYTTELTON.

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*Ordered, by The House of Commons, to be Printed,*  
18 May 1846.

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## S C H E D U L E.

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20 March 1846 - - - - - p. 3
- No. 2.—Copy of a Despatch from Governor the Earl Cathcart to Mr. Secretary Gladstone;  
dated Montreal, 28 January 1846 - - - - - p. 4
- No. 3.—Copy of a Despatch from Mr. Secretary Gladstone to Governor the Earl Cathcart; dated  
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- No. 4.—Extract of a Despatch from Mr. Secretary Gladstone to Governor the Earl Cathcart;  
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## C A N A D A.

— No. 1. —

COPY of Governor the Earl *Cathcart's* SPEECH to the Legislature of the  
Province of Canada, 20 March 1846.

*Honourable Gentlemen of the Legislative Council, and  
Gentlemen of the Legislative Assembly,*

The duty of opening this Session of Parliament has necessarily devolved upon me, as Administrator of the Government, in consequence of the lamented departure of the late Governor-general. But I am commanded at the same time to make known to you that the Queen has been graciously pleased permanently to designate me as Her Majesty's future Representative in this province.

No. 1.  
Governor the Earl  
Cathcart's  
Speech to the  
Legislature of  
Canada,  
20 March 1846.

In announcing to you the fact of my having thus become the successor of Lord Metcalfe, you will, I feel assured, concur with me in the expression of sincere regret at the painful cause which has removed this distinguished nobleman from a station, the duties of which he discharged with a zeal and ability, that on every occasion won for him the highest approbation of his Sovereign, and the respect and gratitude of the people over whom he presided as Her Representative.

The several addresses to the Queen which were adopted during the last Session of the Legislature, have been laid at the foot of the Throne. It will be my pleasing duty to announce to you Her Majesty's gracious replies.

I should, under any circumstances, have directed your early attention to the condition of the Militia Law. But the unsettled state of the negotiations which have been for some time past carried on between the Imperial Government and that of the United States of America, renders it imperative upon me to press more immediately on your consideration the necessity of a reorganization of this arm of the public defence. I feel the most unbounded confidence that the loyalty and patriotism of every class of Her Majesty's subjects in Canada will be conspicuous, as they have been heretofore, should occasion call for their services to aid in the protection of their country; but a well digested and uniform system is indispensable to give a fitting direction to the most zealous efforts. At the same time I feel warranted in assuring you that, while our gracious Sovereign will ever rely on the free and loyal attachment of Her Canadian people for the defence of this province, and the maintenance of British connexion, Her Majesty will be prepared, as Her predecessors have always been, to provide with promptitude and energy, corresponding with the power and resources of the empire, for the security of Her North American dominions.

The subject of the Civil List, which was brought under your consideration by my predecessor, will doubtless engage your attention, when I trust to your wisdom to make such a provision as will enable Her Majesty to give effect to your wishes, by recommending to the Imperial Parliament the requisite changes in the Act of Re-union.

*Gentlemen of the Legislative Assembly,*

The Financial Accounts of the Province for the past year will be immediately laid before you. The Estimates for the service of the current year will be likewise submitted for your early consideration.

The



## 4 CORRESPONDENCE WITH CANADA RELATIVE TO

The necessity of providing for the prosecution and completion of the public improvements undertaken with the sanction of Parliament, will form a subject for your deliberation.

It affords me pleasure to be able to inform you, that the revenue of the past year has not fallen short of the expectations which were entertained of its amount, and I rely on your willingness to make such provision for the public service, as a due regard to the interests of the people may require.

*Honourable Gentlemen, and Gentlemen of the Legislative Assembly,*

Since your last meeting, the ancient city of Quebec has been subjected to unexampled calamity in the successive fires which laid waste its buildings. Measures, rendered indispensable by the exigency, were adopted by my predecessor, which will be sent down for your approval.

The sympathy and benevolence of different portions of the British empire, were roused into active exercise by the knowledge of the severe infliction with which it had pleased Divine Providence to permit the citizens of Quebec to be visited, and we have the strongest reasons for appreciating the noble generosity which has been exhibited, and which has proved how truly the inhabitants of Canada are felt by the people of Great Britain, to be brethren and fellow-subjects of the same mighty nation. It will be for your wisdom to consider what further measures it may be proper to adopt, for the restoration of what has been thus destroyed.

The last intelligence from the mother country indicates a most important change in the commercial policy of the empire. I had previously taken occasion to press upon Her Majesty's Government a due consideration of the effect that any contemplated alteration might have on the interests of Canada. But until we have a fuller exposition of the projected scheme, which a few days will probably bring to us, it would be premature to anticipate that the claims of this province to a just measure of protection had been overlooked.

In these and the various other subjects affecting the prosperity of Canada which may occupy you, I offer my hearty co-operation; and I earnestly trust, that under the direction of an all-wise Providence, we shall be enabled to pursue a course calculated to promote the best interests, and to foster the rising growth of this rapidly advancing colony.

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— No. 2. —

(No. 7.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K.C.B., to the Right Honourable *W. E. Gladstone*.

No. 2.

Governor Earl  
Cathcart to  
Mr. Secretary  
Gladstone,  
28 January 1846.

Sir,

Government House, Montreal, 28 January 1846.

MY attention having been very earnestly called by the members of the Executive Council of this province, to the apprehensions they have been led to entertain, by discussions which have recently appeared in the English newspapers, pointing strongly to a change in the Corn Laws; I am induced at their earnest desire, even with no better foundation, to bring the subject under your consideration by the mail which leaves this night, as the opportunities for communication at this season are so infrequent, as to produce inconvenient delays.

The province of Canada is so vitally interested in the question, that it is a duty of the Executive of the province to urge on the consideration of Her Majesty's Ministers, a full statement of the necessity of continuing a protection to the colonial trade in wheat and flour, and of the effect of any changes by which the protection hitherto given would be taken away.

The improvement of the internal communications by water, in Canada, was undertaken on the strength of the advantage of exporting to England our surplus wheat and flour by Quebec. Should no such advantage exist, the revenue of the province to be derived from the tolls would fail. The means of the province to pay principal and interest on the debt guaranteed by  
England,

## PRESUMED CHANGES IN THE COMMERCIAL POLICY. 5.

England, would be diminished, and the general prosperity of the province would be so materially affected, as to reduce its revenue derived from commerce, thus rendering it a possible case, that the guarantee given to the public creditors, would have to be resorted to by them, for the satisfaction of their claims.

The larger portion, nearly all of the surplus produce of Canada, is grown in the western part of it, and if an enactment similar in principle to the Duties Drawback Law, should pass Congress, permitting Canadian produce to pass through the United States for shipment, and the English market was open to produce shipped from American ports on as favourable terms as if shipped from Canadian ports, the larger portion of the exports of Upper Canada would find its way through the canals of the state of New York, instead of those of Canada, rendering the St. Lawrence canals comparatively valueless. The effect of the Duties Drawback Law, has been to transfer the purchase of sugar, tea and many other goods to New York, from whence nearly all of these articles for the supply of Upper Canada are now imported.

Should such a change in the export of Canadian produce take place, it will not only injure the Canadian canals, and forwarding trade, but also the shipping interest engaged in carrying these articles from Montreal.

A change in the Corn Laws, which would diminish the price Canadian farmers can now obtain, would greatly affect the consumption of British manufactures in the province, which must depend on the means of the farmers to pay for them. An increased demand and consumption has been very perceptible for the last two years, and is mainly attributable to the flourishing condition of the agricultural population of Upper Canada.

Even if a relaxation of the system of protection to the colonies is to be adopted, it is of infinite consequence that it should not be sudden. The ruin that such a proceeding would cause, is incalculable.

The political consequences as to the Government of the colony involved in the foregoing suggestions are sufficiently obvious, as also must be those arising from the trade of Upper Canada, being as it were transferred from Montreal to New York. This latter consideration belongs, however, less to the operation of the Corn Laws, though partially connected with that branch of the subject.

I trust the importance of these observations will form a sufficient apology for my intruding them upon you at this time, but as the subject to which they refer, will in all probability engage the early attention of the British Parliament, I have thought it right that you should have some previous knowledge of the bearing any such measure would have on the interests of this colony.

I have, &c.  
(signed) Cathcart.

## — No. 3. —

(No. 32.)

COPY of a DESPATCH from the Right Honourable *W. E. Gladstone* to Governor the Earl *Cathcart*, K.C.B.

My Lord,

Downing-street, 3 March 1846.

I HAVE to acknowledge the receipt of your Despatch of the 28th of January (No. 7), relating to the expected changes in the British Corn Law, deprecating such changes generally in the interest of Canada, and, at the same time urging, that if there be a determination on the part of Parliament to adopt them, it is much to be desired that they should not take immediate effect.

The interests of Canada have occupied the place to which they are justly entitled in the deliberations of Her Majesty's Government upon this important subject, and upon others which are akin to it. At the same time, I need hardly point out to your Lordship that there are matters in which considerations, immediately connected with the supply of food for the people of this country, and with the employment of its population, must be paramount.

Both in respect to corn and in respect to timber, Her Majesty's Government have determined to propose and to use whatever influence they may possess for the purpose of carrying through Parliament the proposal that the alterations

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about

No. 3.  
Mr. Secretary  
Gladstone to  
Governor Earl  
Cathcart,  
3 March 1846.



## 6 CORRESPONDENCE WITH CANADA RELATIVE TO

about to be made should be gradual; and among the motives which have led them to this determination, has been the belief that this delay would be acceptable, and would also be advantageous to the people of Canada.

In order to supply you with some further evidence of their desire to consult colonial wishes and interests in discharging their public duties, I have to direct your attention to a Schedule hereto annexed, which exhibits the duties now chargeable upon articles of agricultural produce when imported from the British dominions abroad, and the changes which it is intended to make in favour of the colonial trade, by the immediate abolition or reduction of those duties.

I trust that Canada may largely avail herself of the advantages which are thus (for I venture to anticipate the favourable judgment of Parliament upon these propositions about to be submitted to it on the part of the Crown) about to be placed within her reach. The desire of Her Majesty's Government is, that the trade of Canada may, in all respects, approach as nearly to perfect freedom as the dispositions of its inhabitants and the exigencies of the public revenue there may permit. And in evidence of that desire, I may advert to my Despatch (No. 19) of the 3d February, relating to the provincial duty on the importation of wheat, and may again apprise you, that it is not the intention of Her Majesty's Government to check any disposition which Canada may manifest, should such be the case, for the repeal of that duty by the interposition of the prerogative.

Page 9.

Further, with regard to corn, I have much satisfaction in reflecting, that if Canada will have to enter into competition with the western states of America, and to engage in this rivalry when no longer covered by any protective duty, at least she will not be called to make the effort without some advantages on her side. Among them I reckon her light taxation; the assistance she has received from British credit and funds, in the construction and improvement of her internal communications; her more regular and steady course of trade with this country; her low Tariff, so favourable to importation, and, on that account, powerfully tending to encourage her reciprocal commerce outwards; some advantage in the point of proximity, as compared with the most westerly states of the Union, which are also her most formidable rivals in cheapness of production; and, lastly, the means of carriage without transshipments by the St. Lawrence, which cannot be had by the way of the Erie canal. She will likewise have this in her favour, that her corn trade will have become a settled one of some standing, with all its arrangements made and in full operation, while any regular commerce in that article from the United States must be a new creation, and must go through the processes attending its self-adjustment to circumstances as yet untried.

And if it be true that New York offers some advantages, as compared with Montreal, particularly in regard to the rate of insurance; on the other hand, I consider that the shipping of British North America has many advantages over that of the United States in the competition for freights, as it is constructed at far less expense, and is, I must assume, navigated with equal vigour and equal economy.

It is beyond doubt that Canada has felt a very invigorating influence from the augmented facility of access to the British market, which she has enjoyed since the Act of 1843, and that it has perceptibly stimulated the extension of her agriculture. But the average prices of wheat during the years 1843, 1844, 1845, have been only 50/10, 51/3, and 50/1 respectively. Not presuming to anticipate, within any very close limits, what are likely to be the ruling prices of this grain after a perfect freedom of trade shall have been established, I yet venture to think, that the most competent persons are not generally of opinion that they will exhibit any reduction which shall place them greatly below the rates I have just cited; and as I trust we may look forward to some diminution in the cost of conveyance between the place of growth or grinding and Montreal, I cannot participate in the apprehensions of those who conceive that the measure now under consideration will involve ruin, or anything approaching to it, to the trade in Canadian corn and flour.

I trust, therefore, that the agricultural population of Canada will look forward without fear to a change, of which it is probable that the effects will be far less violent, either for good or for the partial evils which may accompany such good, than many, prompted either by their hopes or their fears, have been forward to anticipate.

I now

## PRESUMED CHANGES IN THE COMMERCIAL POLICY. 7

I now pass to the question of timber, which is of great moment with reference to the trade of Canada, although it has not the same interest as the subject of corn for the mass of the population.

I have much satisfaction in drawing your Lordship's attention to the fact, that the colonial timber trade prospers under the operation of those changes in the law, which were enacted in 1842, and which had taken full effect before the end of 1843. I subjoin a statement of the number of loads of timber brought to England from the colonies in each of the last ten years, and of the number of loads of deals brought hither in each of the last three years, during which period alone that mode of computation has been pursued, so far as relates to this branch of the wood trade.

The increased facilities of internal transit in this country, independently of the very great temporary demand connected with the construction of the railways that are to effect this great improvement, promise a considerable and permanent extension of the market for foreign wood, an extension likely to be accelerated, unless it be as to Scotland, by the progressive diminution of the home growth of timber through the United Kingdom.

The description of wood which is supplied by the British North American colonies, the yellow pine, is not chiefly to be regarded as competing with the wood of the Baltic, but rather as available for different though concurrent uses. For example, the increase of Baltic timber tending to encourage the construction of new buildings, by supplying the best materials for particular portions of them, has an effect not in limiting, but in extending the demand for Canadian timber, as furnishing the cheapest and most convenient material for other portions, namely, the inward fittings of the very same fabrics.

Her Majesty's Government are not indeed prepared to assert that the question of the relation between the duty on foreign timber and the colonial wood trade, ought to be adjusted with reference to this consideration alone; and you will perceive, that they propose to retain a duty of 15*s.* per load upon foreign timber, which I apprehend may be considered as upon the average nearly covering the difference between freights from the Baltic and those from British North America to the United Kingdom.

Not only are they free from the apprehension that the proposed remission of 10*s.* per load on foreign timber, and 12*s.* on foreign deals, will cause a contraction of the trade from British North America; but they are sanguine in the anticipation that that trade will continue, notwithstanding the proposed change, to extend itself.

The reduction of the duty on colonial timber and deals, to a nominal amount, which took place in 1842, involved the sacrifice of a considerable revenue, and that sacrifice may, I trust, have tended, and may still serve to convince the inhabitants of Canada that it has been the earnest desire of Her Majesty, in affording relief to Her people at home, by the changes effected in the commercial laws of the empire, to obviate, as far as possible, the inconveniences, and to extend the benefits which those changes might tend to produce for other portions of her subjects.

This country has taken upon itself the serious task of reforming its own commercial system, in opposition to what appears to be the prevailing disposition among other nations, and to bear testimony to the world, and to put in action the powerful influence of example in favour of sound principles of trade. Her Majesty's Government trust that the efforts of the British Legislature in this respect may be seconded, their range extended, and the example rendered yet more impressive, not only by the acquiescence, but by the approval and the active co-operation of the Legislatures and the inhabitants of the colonies.

I have, &c.

(signed) *W. E. Gladstone.*



8 CORRESPONDENCE WITH CANADA RELATIVE TO

Enclosure 1, in No. 3.

Encl. 1, in No. 3. SCHEDULE of certain Articles of AGRICULTURAL PRODUCE of the British Dominions Abroad with the present and proposed Duties thereon, on Importation into the United Kingdom.

					PRESENT DUTY.	PROPOSED DUTY.
Pearled Barley	-	-	-	per cwt.	2 s. 6 d.	6 d.
Butter	-	-	-	per cwt.	5 s.	2 s. 6 d.
Buck Wheat	-	-	-	per qr.	from 6 d. to 2 s. 6 d.	1 s.
Cheese	-	-	-	per cwt.	2 s. 6 d.	1 s. 6 d.
Hams	-	-	-	per cwt.	3 s. 6 d.	2 s.
Hops	-	-	-	per cwt.	£. 4. 10 s.	£. 2. 5 s.
Maize or Indian Corn	-	-	-	-	from 6 d. to 2 s. 6 d.	1 s.
Ditto Meal	-	-	-	-	prohibited	per cwt. 4½ d.
Potatoe Flour	-	-	-	-	20 per cent. ad val.	per cwt. 1 s.
Skins, manufactured	-	-	-	-	10 per cent. ad val.	5 per cent. ad val.
Starch	-	-	-	per cwt.	5 s.	{ 2 s. 6 d., and after 1 Feb. 1849, 1 s.
Tallow	-	-	-	per cwt.	3 d.	1 d.
Tongues	-	-	-	per cwt.	2 s. 6 d.	2 s.
Seeds: Canary	-	-	-	per bush.	2 s.	per cwt. 2 s. 6 d.
Carraway,	}	-	-	per cwt.	5 s.	per cwt. 2 s. 6 d.
Carrot,						
Clover,						
Leek,						
Onion,	}	-	-	per cwt.	10 s.	per cwt. 2 s. 6 d.
Mustard						
Other Seeds	-	-	-	per bush.	6 d.	per cwt. 7½ d.
Animals, living	-	-	-	-	5 per cent. ad val.	2½ per cent. ad val.
Bacon	-	-	-	per cwt.	various rates	free.
Beef	-	-	-	per cwt.	3 s. 6 d.	}
Cranberries	-	-	-	per gal.	2 s.	
Hay	-	-	-	per load.	1 d.	
Salted Meat not otherwise described	-	-	-	-	8 s.	
Pork, salted (not Hams)	-	-	-	-	per cwt. 2 s.	
Potatoes	-	-	-	per cwt.	per cwt. 2 s.	
Other Vegetables	-	-	-	-	1 d.	
Barley	-	-	-	per qr.	2½ per cent. ad val.	
Rye,	}	-	-	per qr.	from 2 s. 6 d. to 6 d.	
Pease,						
Beans,						
Barley Meal,	}	-	-	-	-	}
Rye Meal,						
Pea Meal,						
Bean Meal,						
Oats	-	-	-	per qr.	from 2 s. to 6 d.	1 s.
Oatmeal	-	-	-	per 181½ lb.	from 2 s. to 6 d.	per cwt. 4½ d.

Enclosure 2, in No. 3.

Encl. 2, in No. 3. NUMBER of LOADS of TIMBER Imported from the British Colonies in North America in each of the last Ten Years.

YEARS.	OAK PLANK, 2 Inches thick, or upwards.	TEAK.	TIMBER: Fir, Oak, &c., 8 Inches square, or upwards.	WAINSCOT LOGS.
	Loads.	Loads.	Loads.	Loads.
1836	2	-	525,645	—
1837	2	-	545,361	—
1838	1	-	560,621	—
1839	3	-	562,398	—
1840	3	-	646,953	85
1841	2	-	633,040	—
1842	1	-	375,292	—
1843	-	-	578,172	—
1844	-	-	545,820	—
1845	-	-	796,515	—

NUMBER

PRESUMED CHANGES IN THE COMMERCIAL POLICY. 9

NUMBER of LOADS of DEALS Imported in each of the last Three Years.

					Of which were from British Colonies.
				<i>Loads.</i>	<i>Loads.</i>
1843	-	-	-	609,693	340,688
1844	-	-	-	727,456	395,066
1845	-	-	-	884,453	493,826

— No. 4. —

(No. 19.)

EXTRACT of a DESPATCH from the Right Honourable *W. E. Gladstone* to Governor the Earl *Cathcart*, K.C.B., dated Downing-street, 3 February 1846.

YOU will not invite any discussion upon the subject of the law recently passed in Canada for the imposition of a duty of 3s. per quarter upon wheat imported from the United States. If it should be agitated by others, I do not consider it probable that you can be urged to take any decisive measure in respect to it during the approaching Session; but I advert to it lest your Lordship should feel any embarrassment in determining whether this should be considered as a measure appertaining properly to provincial interests, which it is the policy of this country to commit to the guidance of the provincial legislature, or whether it is to be viewed as a matter of imperial concern.

Although your Lordship will not invite or promote the reconsideration of that law, there is no British interest so involved in it as to require you to insist upon the sort of compact on which it may be thought, from the circumstances of its origin, to rest, as an objection to the revival of the question.

If the public sentiment of Canada should appear to be decidedly unfavourable to its continuance, although I do not think such a contingency highly probable, that sentiment will probably find some mode of formal approach to your Lordship, and in such case, though in such case only, you are at full liberty to express your willingness to enter into communication with Her Majesty's Government on the subject, avoiding, so far as is possible, any more specific intimation, inasmuch as it cannot be adequately considered, either by your Lordship or by me, without some reference to the course which domestic policy may take during the current year.

No. 4.

Mr. Secretary Gladstone to Governor Earl Cathcart, 3 February 1846.

— No 5. —

(No. 30.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K. C. B., to the Right Honourable *W. E. Gladstone*.

No. 5.

Governor Earl Cathcart to Mr. Secretary Gladstone, 27 March 1846.

SIR,

Government House, Montreal,  
27 March 1846.

I SUBMIT herewith an Address from the Legislative Assembly of Canada to the Queen, praying that the just claims of this province may not be overlooked in the contemplated changes about to take place in the commercial policy of the Empire, and that all grain, wheat and flour imported into the United Kingdom from Canada may be admitted on payment of the smallest possible specific duty, and I beg leave to recommend that the same may be brought under the favourable consideration of Her Majesty.

Lest the omission in this address of any acknowledgment for the measure of protection proposed by Her Majesty's Ministers to be extended to Canada, as announced in your despatch of the 3d instant may attract observation or appear ungracious, it seems proper to state, that this despatch was not communicated to the Assembly in time to have been considered by them previously to the adoption of this address, which was supported by an unanimous vote. The usual forms of the House were dispensed with, in order that it might be presented to me in time for transmission by this mail for England, which closes this evening.

I have, &c.  
(signed) *Cathcart*.



## 10 CORRESPONDENCE WITH CANADA RELATIVE TO

Enclosure in No. 5.

TO THE QUEEN'S MOST EXCELLENT MAJESTY,

Most Gracious Sovereign,

Enclosure in No. 5. WE, your Majesty's most dutiful and loyal subjects, the Commons of Canada, in Provincial Parliament assembled, humbly approach Your Majesty for the purpose of expressing our earnest hope, that in the great changes in commercial policy now contemplated by Your Majesty's Government, the just claims of this Province, as an integral portion of the British Empire, will not be overlooked, and that your Majesty will be graciously pleased to recommend to Parliament, that wheat flour, and wheat and peas, and all grain and meal from all descriptions of grain and pulse, imported into the United Kingdom from Canada, may be admitted on the payment of the smallest possible specific duty, not exceeding a penny the quarter.

(signed) *Allan N. Macnab*, Speaker.

Legislative Assembly Hall,  
Thursday, 26 March 1846.

—No. 6.—

(No. 56.)

COPY of a DESPATCH from the Right Honourable *W. E. Gladstone* to  
Governor the Earl *Cathcart*, K. C. B.

No. 6.

Mr. Secretary  
*Gladstone* to  
Governor Earl  
*Cathcart*,  
18 April 1846.

My Lord,

Downing-street, 18 April 1846.

I HAVE received and have laid before the Queen, the Address to Her Majesty from the "Commons of Canada, in Provincial Parliament assembled," dated the 26th of March 1846, and enclosed in your Lordship's despatch of the 27th of the same month (No. 30.)

I have received the Queen's commands to instruct your Lordship to convey to the House of General Assembly the assurance of Her Majesty's gracious desire and intention to pay every regard to the commercial interests of Canada, even in the consideration of measures which must be regarded as mainly and properly appertaining to the internal condition of this country, which may be compatible with justice to other classes of Her subjects.

I am further commanded by the Queen to state, that having consulted Her confidential advisers on the questions brought under Her notice in this Address, and having been pleased to approve and adopt the opinions submitted to Her by them on that subject, Her Majesty has directed me to explain to your Lordship those opinions, as comprising the substance of the answer, which Her Majesty has to return to the Address of the House of Assembly.

As respects the question immediately affected by the Address, Her Majesty's Government are of opinion, that the reduction of the duty on Canadian wheat, from 1*s.* to 1*d.*, would fail to have the effect which the Assembly have, it is probable, anticipated and desired.

Use and convention, rather than any abstract principle, have established the rule, that in the Customs Law of this country, 1*s.* per quarter shall be regarded as the standard of a nominal or register duty upon corn. To reduce the charge upon foreign corn to a rate corresponding with this description, Her Majesty's Government stands pledged to Parliament; and if Her Majesty's Government were to concede the request which is preferred, the effect would not be the establishment of a minute preference, amounting to 11*d.* per quarter in favour of Canadian grain as against the foreign article; but it would without doubt be this, that the same reduction would be applied by Parliament to foreign grain also, and an entire equality between the two would thus be still maintained.

For this reason, Her Majesty's Government are of opinion, that it would not be expedient to propose to Parliament the alteration which it is the object of the Address to recommend.

I am, &amp;c.

(signed) *W. E. Gladstone*.

—No 7.—

## PRESUMED CHANGES IN THE COMMERCIAL POLICY. 11

— No. 7. —

(No. 19.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K. C. B. to the Right Honourable *W. E. Gladstone*.

Sir,

Government House, Montreal, 25 February 1846.

At the request of the Montreal Board of Trade, I have the honour to transmit the accompanying petition addressed to you by that body.

I have, &c.  
(signed) *Cathcart*.

No. 7.

Governor Earl  
*Cathcart* to Mr.  
Secretary Glad-  
stone.  
25 February 1846.

## Enclosure in No. 7.

To the Right Honourable William Gladstone, M.P. Her Majesty's Principal Secretary of State for the Colonies.

The Petition of the Montreal Board of Trade,

Humbly sheweth,

THAT your petitioners have observed Her Majesty's Government have proposed to Parliament a material alteration in the duties on foreign bread-stuffs imported into the United Kingdom, preparatory to an ultimate reduction of the same to a duty of 1s. per quarter.

That hitherto Her Majesty's Government have acted on the principle of affording favour to the produce of Canada, and in accordance therewith, passed a law in the year 1843, admitting into Great Britain Canadian wheat at a duty of 1s. per quarter, and flour at a relative rate, conditionally upon the maintenance of the Provincial law imposing a local duty of 3s. per quarter on foreign wheat imported into the province.

That as the proposed Imperial law departs from the principle upon which the Provincial law above referred to was founded, and neutralizes the favour accorded to Canadian bread-stuffs, your petitioners humbly hope Her Majesty's Government will be pleased to recommend the repeal of the said Provincial Act.

That by the alterations lately proposed in the Imperial Parliament, the protection on Canada wheat and flour will be so much diminished, that they cannot compete with like articles from the United States.

That a protection of even 1s. a quarter, small as it may appear, will aid in securing to Canada a share of the North-western American trade, to the encouragement of British shipping.

That unless some protection be given to produce imported by way of the St. Lawrence, the public works, constructed at a vast expense, and for the completion of which a loan was raised in England guaranteed by Her Majesty's Government, instead of being a source of revenue will become a charge to the province.

Wherefore your petitioners humbly pray, that so much of the Imperial Act 5 & 6 Vict., c. 49, as imposes a duty of 2s. per barrel on foreign flour imported into Canada be repealed; and that grain, flour and meal from Canada, of whatever origin, be allowed to be imported into the United Kingdom duty free.

And your petitioners, as in duty bound, will ever pray.

(signed) *G. Moffatt*,  
President of the Montreal Board of Trade.

Montreal, 25 February 1846.

*Frederick N. Willson*, Secretary.

Enclosure in No. 7.

— No. 8. —

(No. 48.)

COPY of a DESPATCH from the Right Honourable *W. E. Gladstone* to Governor the Earl *Cathcart*, K.C.B.

My Lord,

Downing-street, 1 April 1846.

I HAVE received your Lordship's despatch, No. 19, of the 25th February last, in which you enclose a memorial from the Board of Trade at Montreal, praying, that in consideration of the injury which the memorialists apprehended from the anticipated change in the Corn Law of this country, Her Majesty's Government would recommend the repeal of the Provincial Act, imposing a local duty of 3s. per quarter on foreign wheat imported into Canada; that the Imperial duty of 2s. per barrel on foreign flour brought into the province may be repealed, and that grain, flour and meal, of whatever origin, may be introduced from Canada into the United Kingdom free of duty.

The despatches noted in the margin, which I have had occasion to address to your Lordship on the subject of the trade of Canada, will have already explained the views which, in common with my colleagues, I entertain with respect to the apprehensions

No. 8.

Mr. Secretary  
Gladstone to Go-  
vernor Earl Cath-  
cart.  
1 April 1846.

No. 19, page 9.  
No. 32, page 5.



apprehensions of the Board of Trade of Montreal, or of other parties similarly situated, as to the effect in Canada of the alteration of the English Corn Law, if it be passed in conformity with the views of Her Majesty's Government. But as it is necessary that I should return a distinct answer to the memorial which is now before me, I have to instruct your Lordship to acquaint the memorialists, that if Parliament shall adopt the changes in the Corn Law of this country which have been submitted to their deliberation, Her Majesty's Government will regard the local duty of 3s. on corn as an exclusively provincial question, and if the Legislature of Canada shall think it expedient to pass an Act for the repeal of that duty, Her Majesty will not be advised to disallow the measure.

2. You will state to the memorialists that, according to the view of Her Majesty's Government, any proposal to alter the imperial duty on flour imported into Canada should follow, and be dependent on, but should not precede the abrogation of the 3s. duty on wheat.

3. That with respect to their application for the free introduction into this country of grain, flour and meal of whatever origin, Her Majesty's Government regret that they do not think it entirely compatible with the spirit of the commercial treaties between this country and other powers, to revive the system which once prevailed, of allowing the introduction of goods from colonies at colonial duties, with reference, not to their origin, but solely to their place of export.

I have, &c.  
(signed) *W. E. Gladstone.*

— No. 9. —

No. 9.  
Governor Earl  
Cathcart to Mr.  
Secretary Glad-  
stone,  
25 March 1846.

(No. 27.)  
COPY of a DESPATCH from Governor the Earl *Cathcart*, K. C. B., to the Right Honourable *W. E. Gladstone*.

Sir,  
Government House, Montreal, 25 March 1846.  
AT the request of the Quebec Board of Trade, I have the honour to forward the accompanying petition, addressed to you by that body.

I have, &c.  
(signed) *Cathcart.*

Enclosure in No. 9.

To the Right Honourable *W. E. Gladstone*, Her Majesty's Minister of State for the Colonies, &c. &c. &c.

The Quebec Board of Trade, by this their Petition,

Respectfully represent,

Encl. in No. 9.

THAT your petitioners observe with deep anxiety the contemplated adoption by Her Majesty's Government of a new system of commercial policy, at variance with those maxims of protection and old established principles which have hitherto been acted upon in regulating the trade of Great Britain and her possessions abroad.

That the introduction into the Imperial Parliament of measures, the operation of which will immediately deprive the province of Canada of a great portion, and at no distant period of all the protection her produce now enjoys in the markets of the United Kingdom, should be received by your petitioners with anxiety and alarm, cannot be a matter of surprise.

Convinced as your petitioners are of the desire of Her Majesty's Government to encourage the commerce of the colonial possessions in North America, and promote the welfare of Her Majesty's subjects therein; and convinced, also, that any legislative measures, prejudicial to the North American colonies, must be prejudicial to the shipping and other great interests of Great Britain, they beg respectfully to bring under your consideration certain suggestions, which it appears to them would, if carried out, be beneficial to the colonies and the parent state, whose interests are inseparable.

That in Session of last year, the Congress of the United States of America enacted a law (called the Drawback Law), allowing a remission of the duties on British and other foreign manufactures and produce imported into the United States, on the same being exported inland into Canada; and a Bill is now in contemplation to allow the transportation of Canadian produce through the territory of the United States to an Atlantic shipping port, for exportation to Great Britain and other foreign countries, free.

That the question will no doubt suggest itself to you, whether the natural effect of this seductive law will not gradually, silently and imperceptibly, even to themselves, wean the inclinations of the subjects of Great Britain from their true allegiance to the parent state, and bias their minds in favour of a closer connexion with a foreign country, through which the transport of their merchandize and produce is encouraged, and a consequent more frequent intercourse with its inhabitants produced.

That

## PRESUMED CHANGES IN THE COMMERCIAL POLICY. 13

That the operation of this law has been greatly to increase the inland importation into Canada of various articles, the produce of foreign countries, such as teas, wine, fruit, sugar, coffee, molassas and others, so much as to cause a sensible diminution of the import of these articles by the St. Lawrence, and your petitioners, in corroboration of the statement, solicit your attention to the fact, that in the article of sugar alone, the importation into Canada from the port of Oswego, in the United States, amounted in 1845 to 1,600 hogsheads, and previous to the enactment of the Drawback Bill, the exportation from that port did not amount to 50 hogsheads, and further, that the importation of Muscovado sugar, by the river St. Lawrence, in 1844 was 8,177,581 pounds, and in 1845, 2,853,240, being a diminution of 5,324,341 pounds.

That the cause of the increased inland importations into Canada of these articles through the United States, and the diminution of the imports by the channel of the river St. Lawrence, is, in the opinion of your petitioners, to be attributed to the American Drawback Bill. The existence of the imperial duties on imports by the St. Lawrence, and the higher tolls on our canals, as compared with the tolls in the United States.

That the effect of the existence of the imperial duties on imports by sea, in conjunction with the Drawback Bill, is to erect a barrier to the passage through our canals, of the produce of foreign countries and British manufactures, and to neutralize the benefit to be derived by Her Majesty's subjects in Canada, in constructing those magnificent works at an enormous expense, and, in fact, to enact a penalty on their being used, a state of things that never could have been contemplated when these works were commenced.

Your petitioners, therefore, respectfully suggest, that the imperial duties under the Act of 8 & 9 Vict., c. 93, on all flour and provisions imported into this province by inland navigation, be repealed, and that such articles so imported and conveyed through the channel of the river St. Lawrence, to a shipping port, should acquire a colonial character, and be admitted into the United Kingdom on the same terms as the produce of the province, and that the imperial duties on all importations by sea only be also repealed.

Your petitioners presume to suppose that these measures would not directly or indirectly be prejudicial to British interests, while they would secure to this province a large inland carrying-trade, employ British capital, create an extra demand for labour, increase the consumption of British manufactures, augment the revenue of our splendid canals, and above all, give further employment to British shipping, especially in the conveyance of flour and provisions imported inland for exportation to British ports, which is made manifest by consideration of the fact, that upwards of one-third of their cost consists in the incidental charges of inland transportation and Atlantic freights; and your petitioners further presume to suppose, that an extensive inland trade once established through the channel of the St. Lawrence, would continue to flow in that direction after the cause that diverted it from other outlets to the ocean had ceased to exist.

Your petitioners perceive that the article of timber is one of those which it is intended by Her Majesty's Ministers to protect to a certain extent, by reducing the present differential duty from 25s. to 15s. per load; but they beg to observe, that the present is an apparent, not a real protection, inasmuch as the average rate of freight between timber imported from the Baltic and North America, is fully 20s. per load in favour of the Baltic, from the greater distance from America to Great Britain, reducing thereby the real protection to about 5s. per load; and if the apparent protection is reduced to 15s. per load as contemplated, it will in effect be equivalent to a premium in favour of Baltic timber of 5s. per load; and it is important also to observe, that that very distance which thus places colonial timber in so disadvantageous a position, makes the North American colonial trade the great nursery for British seamen, and promotes the shipping interests of the United Kingdom.

Your petitioners, therefore, respectfully suggest, that the proposed reduction of duty on Baltic timber of 5s. per load, 5th April 1847; 5s., 5th April 1848, be reduced to 2s. 6d. per load at those respective dates; and that the contemplated reduction in the duty on sawn timber be reduced proportionately.

By order of the Council of the Board of Trade,

Quebec, 16 March 1846.

(signed) *W. Walker*, (L. s.), President.  
*W. Stevenson*, Hon. Sec.

— No. 10. —

(No. 31.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K. C. B., to the Right Honourable *W. E. Gladstone*.

Sir,

Government House, Montreal, 27 March 1846.

AT the request of the Montreal Board of Trade, I submit for your consideration a Memorial addressed to you by that body, praying the repeal of certain duties imposed by the Imperial Statute 4 & 5 Vict. c. 49, upon various articles imported into Canada from foreign states.

I have, &c.  
(signed) *Cathcart*.

No. 10,  
Governor Earl  
*Cathcart* to Mr.  
Secretary Glad-  
stone,  
27 March 1846.



## Enclosure in No. 10.

Encl. in No. 10.

To the Right Honourable *William Gladstone*, M.P., Her Majesty's Principal Secretary of State for the Colonies.

The MEMORIAL of the Montreal Board of Trade,

Humbly sheweth,

THAT your memorialists observe Her Majesty's Government have proposed to Parliament certain changes in the customs' duties of Great Britain, under which salted provisions and various other articles are to be at once admitted into the United Kingdom duty free.

That by the Imperial Act 5 & 6 Vict., c. 49, salted provisions, and many of the articles above referred to, are liable to heavy duties when imported into Canada from foreign states; and it appears to your memorialists, that to maintain such duties in Canada, while they are abandoned in the United Kingdom, will have a most injurious effect on the trade of this colony, and will prevent it realizing any advantages which may be derived from becoming the channel through which a portion of the provisions of the United States may reach the British market.

Wherefore, your memorialists humbly pray Her Majesty's Government will recommend to Parliament the repeal of the Imperial duties on all such articles imported into Canada, as by the proposed Customs' Duties Bill may be admitted duty free into the United Kingdom.

And your memorialists, as in duty bound, will ever pray.

(signed) *G. Moffatt*,

President of the Montreal Board of Trade.

Montreal, 26 March 1846.

*Frederick N. Willson*, Secretary.

## — No. 11. —

(No. 62.)

COPY of a DESPATCH from the Right Honourable *W. E. Gladstone* to Governor the Earl *Cathcart*, K. C. B.

No. 11.

Mr. Secretary  
*Gladstone* to Earl  
*Cathcart*,  
4 May 1846.

My Lord,

Downing-street, 4 May 1846.

I HAVE to acknowledge the receipt of your despatches, Nos. 27 and 31, in which you enclose addresses to myself from the Boards of Trade at Quebec and Montreal, praying for the repeal of certain provisions in the Imperial Enactments, 5 & 6 Vict., c. 49, and 8 & 9 Vict., c. 93, the continuance of which, it is represented, will seriously affect the trade of Canada, if the proposed alterations in the commercial policy of this country should be sanctioned by Parliament.

I have to instruct your Lordship to acquaint the memorialists, in answer, that the interests of Canada continue to engage the lively solicitude of Her Majesty's Government; but that they have felt it their duty to decline acceding to the request that the system denominated "naturalization" of goods may be introduced into the pending law, upon grounds which they conceive to be of such force as to leave them no option. Her Majesty's Government, are, however, by no means similarly pledged or disposed to refuse consideration to the question, how far the Imperial duties chargeable in Canada may be susceptible of alteration with advantage, though they entertain the opinion that it would be premature to enter upon that subject without further knowledge than we now possess of the sentiments of the various parties interested in it. With respect to the article of timber, adverted to in the memorial of the Board of Trade of Montreal, your Lordship will observe to the Memorialists, that Parliament has already declared itself on that question in unison with the views of Her Majesty's Government; but your Lordship will be pleased likewise to add, that Her Majesty's Government are firmly persuaded, that the British North American timber, from its own useful properties, and with the aid of the reduced protection which it is proposed to retain, as well as from the energy and intelligence of those who trade in it, and their command of capital, will continue to hold its place in the British market.

I have, &c.

(signed) *W. E. Gladstone*.

## PRESUMED CHANGES IN THE COMMERCIAL POLICY. 15

— No. 12. —

(No. 42.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K. C. B., to the  
Right Honourable *W. E. Gladstone*.

Sir,

Government House, Montreal, 28 April, 1846.

No. 12.

IN order that you may be made acquainted at an early period with the views entertained by the Legislative Assembly of Canada in regard to the measures which it appears expedient for them to adopt, consequent on the contemplated abolition of the duty on corn, and other important changes in the commercial policy of the empire, which have been submitted to the deliberation of the Imperial Parliament, I have the honour to enclose for your information a copy of seven Resolutions that have passed in a committee of the whole House.

Governor Earl  
Cathcart to Mr.  
Secretary Glad-  
stone,  
28 April 1846.

These Resolutions were introduced by the Inspector-general, and carried, under the supposition that Her Majesty's Ministers would succeed in carrying through the measures submitted by them to Parliament, and it is understood that the enacting of the provisions which they contain is to be contingent on that event.

I have, &c.  
*Cathcart*.

## Enclosure in No. 12.

SEVEN RESOLUTIONS reported from a Committee of the whole House.

1. *Resolved*,—That, in the opinion of this Committee, it is expedient that so much of the Act 6 Vict., c. 31, as relates to the imposition of a duty of 3s. sterling per quarter on foreign wheat imported into this province, be repealed.—Yeas 42; Nays 28. Enclosure in No. 12.

2. *Resolved*,—That a duty of 3s. sterling per quarter be imposed upon all foreign wheat imported into this province, except for the purpose of exportation, or to be ground in bond, for exportation.

3. *Resolved*,—That, in the opinion of this Committee, it is expedient that so much of the Schedule of duties imposed by the Act 8 Vict., c. 3, as relates to the imposition of a duty of 3s. sterling per quarter on maize, or Indian corn, imported into this province from a foreign country, be repealed.—Yeas 43; Nays 23.

4. *Resolved*,—That a duty of 3s. sterling per quarter be imposed upon all foreign maize, or Indian corn, introduced into this province except for the purpose of exportation.

5. *Resolved*,—That, in the opinion of this Committee, it is expedient that so much of the Schedule of duties imposed by the Act 8 Vict., c. 3, as relates to the imposition of a duty upon Muscovado, clayed, bastard and other sugars not refined, imported into this province, be repealed.

6. *Resolved*,—That a duty of 7s. 6d. sterling per cwt. be imposed upon Muscovado, clayed, bastard and all other sugars not refined, imported into this province. (*Present duty* 9s. 4d. sterling).—Yeas 41; Nays 29.

7. *Resolved*,—That, in addition to the articles enumerated in the Schedule to the said Act 8 Vict., c. 3, on which duties are imposed, all descriptions of dye-woods be subject to and charged with an *ad valorem* duty of one per cent.

*Resolved*,—That, in the opinion of this Committee, it is expedient that so much of the Schedule of duties imposed by the Act 8 Vict., c. 3, as relates to the imposition of duties upon leather or leather manufactures imported into this province, be repealed.

*Resolved*,—That an *ad valorem* duty of five per cent. be imposed upon all kinds of manufactured or unmanufactured leather, the production of Great Britain, or of the British Colonies, imported by sea, or direct from any British Colony; and that on leather or leather manufactures otherwise imported, the following duties be imposed; that is to say,

Present Duties.

s.	d.		s.	d.
5	—	On Goat Skins, tanned, tawed, or in any other way dressed, per dozen - - - - -	5	—
2	6	On Lamb or Sheep Skins, tanned, tawed, or in any way dressed, per dozen - - - - -	2	6
—	6	Calf Skins, tanned, tawed, or in any way dressed, per lb. -	—	4
—	3	Kid Skins, tanned, tawed, or any way dressed, per lb. -	—	2
—	2	} Harness Leather, Upper Leather, and Sole Leather, per lb. -	s.	d.
and	—		—	1½
—	1½		—	—
—	6	Leather, cut into shapes, per lb. - - - - -	—	4

321.

(continued)



16 CORRESPONDENCE WITH CANADA RELATIVE TO

Present Duties.		LEATHER MANUFACTURES.	
s.	d.		
7	6	Women's Boots, Shoes, and Calashes of Leather, per dozen pairs - - - - -	5 -
7	6	Women's Boots and Shoes, of silk, satin, jean or other stuffs, kid or morocco, per dozen pairs - - - - -	5 -
2	6	Girl's Boots, Shoes and Calashes of Leather, under seven inches in length, per dozen pairs - - - - -	2 -
3	-	Girl's Boots and Shoes, of silk, satin, jean or other stuffs, kid or morocco, per dozen pairs - - - - -	2 -
2	6	Men's Boots, per pair - - - - -	1 3
1	-	Men's Shoes, ditto - - - - -	- 6
1	3	Boy's Boots, under eight inches in length, per pair - - -	- 9
-	9	Boy's Shoes, under eight inches in length, per pair - - -	- 4

—No. 13.—

No. 13.  
Governor Earl  
Cathcart to  
Mr. Secretary  
Gladstone,  
28 April 1846.

(No. 40.)  
COPY of a DESPATCH from Governor the Earl *Cathcart*, K.C.B., to the Right Honourable *W. E. Gladstone*.

Government House, Montreal,  
28 April 1846.

Sir,  
I HAVE the honour to transmit to you the enclosed Petition from certain merchants and other citizens of Quebec to the Queen, praying that Her Majesty will not sanction the contemplated modification in the Tariff on wood goods.

I have, &c.  
(signed) *Cathcart*.

Enclosure in No. 13.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The Petition of the undersigned Merchants and others, Citizens of Quebec,  
Humbly sheweth,

Enclosure in No. 13.

THAT your petitioners view with serious alarm the measures introduced by Your Majesty's Ministers in the Imperial Parliament, affecting as they do the principal exports of Your Majesty's possessions in British North America, by encouraging other nations more favourably situated to enter into successful competition with them.

That the long and tedious navigation of the St. Lawrence, the shortness of the shipping season, and the danger of the coast, especially in the months of October and November, add materially to freights and insurances, and render successful competition with the foreigner either in corn or timber a matter of great difficulty, if not of utter impossibility.

That although a protection of 24 s. is now granted on the timber of these provinces, the freights from the Baltic average 17s. 6 d. per load, while those from Canada average 38s. 9 d., making a difference in favour of the producer in the north of Europe of 21 s. 3 d. per load, and when insurance is considered, making the protection now given a mere equivalent to the difference of freight; moreover, should the contemplated reduction of 5 s. in 1847 and 5 s. in 1848 take place, giving a direct boon to this extent to the foreign producer, who in comparison to the colonist gives little encouragement to the British manufacturer.

That the effect of the changes in the Tariff in the port of Liverpool has been to increase the foreign tonnage employed in carrying deals and timber upwards of 200 per cent. since 1842, while the British shipping employed in the same trade with these colonies has only increased to the same port about 30 per cent.; and that if such are the effects of the modifications in 1842, the inevitable result of further relaxation will be ruin to both the British shipowner and colonist.

That independently of the encouragement given to the north of Europe to compete with Your Majesty's colonial possessions in North America, the effect of the changes now referred to will be to add another competitor, namely, the United States of America, especially in the articles of pitch pine (resembling the red pine of the colonies, but superior to it), staves and oak timber, the produce mostly, if not entirely, of slave labour.

Your petitioners most humbly pray, that Your Majesty will consider favourably their petition, and allow the duties to remain as they now are, viz., 25 s. on foreign timber and 1s. on colonial; that your Majesty will cause to be levied a duty on staves, as this article affords constant employment to colonial shipping on the inland lakes, and further, that no alteration be made in the duties on sawed timber, which, if altered as contemplated, will ruinously affect many who have embarked large capital in the erection of saw-mills, under the impression that in any change of duties the situation of these provinces, their distance from the mother country, the immense employment they give to British shipping and their being such large consumers of British manufactures, would be duly considered, and that protection

## PRESUMED CHANGES IN THE COMMERCIAL POLICY. 17

protection equivalent to the difference of freight would at least be guaranteed to them, as even then they only meet the foreign producer in the home markets on equal terms.

That to a system of wise and judicious protection Your Majesty's empire is indebted for its proud attitude among the nations of the earth, and the present happy position of Your Majesty's colonial possessions is attributable mainly to the same source.

Wherefore your petitioners most humbly pray, that Your Majesty will not sanction the contemplated modifications in the Tariff on wood goods, and Your Majesty's petitioners, as in duty bound, will ever pray.

(144 Signatures.)

—No. 14.—

(No. 66.)

COPY of a DESPATCH from the Right Honourable *W. E. Gladstone* to  
Governor the Earl *Cathcart*, K.C.B.

My Lord,

Downing-street, 18 May 1846.

No. 14.

I HAVE to acknowledge the receipt of your Lordship's despatch, No. 40, of the 28th of April, transmitting to me a petition to Her Majesty from certain merchants and others, citizens of Quebec, praying that Her Majesty will not sanction the contemplated modification in the Tariff on wood goods.

Mr. Secretary  
Gladstone to  
Governor Earl  
Cathcart,  
18 May 1846.

I have laid this petition before Her Majesty, who has been pleased to receive it graciously, but it has not been in my power to advise Her Majesty to assent to its prayer, for the reasons which I shall proceed to state.

Her Majesty has invited the Parliament to adopt the proposal to which the petition refers.

The House of Commons will enter to-night on the consideration of the Customs Duties Bill, in which this proposal is included, at the advanced stage when the Bill is reported to the House from the Committee of the whole House, immediately before the engrossment and third reading. At such a stage it would, I believe, be most unusual for the House of Commons to reverse the decision which it has given on the occasions afforded by the various earlier stages of the Bill, and by the preliminary Committee, which is required, with respect to all questions of trade, and in which they ordinarily undergo the most searching examination. Thus, Her Majesty having recommended to Parliament a particular course, has had no reason, in the reception which Parliament has given to the recommendation, to adopt any alteration of it.

But I must not be understood as implying that this is the principal difficulty which obstructs a compliance with the prayer of the petitioners; there are others, including some of a higher order:—First, Her Majesty's Government do not doubt the very high respectability of the petitioners, and would be disposed, on general grounds, to attach great weight to their opinions; but Her Majesty's Government have found themselves obliged, on a great variety of occasions, to adopt and to adhere to proposals unacceptable to many of the parties immediately affected by them, notwithstanding their belief in the high integrity of those parties, and their perfect freedom from any consciousness of an interest that could warp the judgment; and Her Majesty's Government cannot but observe on the present occasion, that they do not find any reason to suppose, from the evidence before them, that the opinion of the petitioners with respect to the impending change in the timber duties, is shared by the people of Canada at large, or by their representatives, who, on the contrary appear to have evinced their intention to abandon reliance upon the artificial advantages which protective laws may confer, and to place it upon the natural and permanent guarantees afforded by the resources of the province and the energy of its inhabitants.

Her Majesty's Government must seriously doubt whether, if the allegations of the petition were made good in their whole extent, with respect to the disadvantages entailed upon Canada by her distance from this country, by the dangers of the St. Lawrence, the suspension of its navigation during a portion of the year, and by the inferior quality of Canadian timber, that circumstance would have the effect of producing the conviction in this country that the measure now under discussion should be either qualified or abandoned, inasmuch as it would certainly show that the present system could only be continued at a very heavy cost to the nation.

But Her Majesty's Government do not share the belief of the petitioners in the existence and in the force of these disadvantages. They cannot forget the predictions,



predictions, the confident, and, without doubt, sincere predictions of ruin which attended the progress of the measure of 1842, nor can they fail to contrast with those predictions the great subsequent extension, and the apparently flourishing condition of the trade at the present moment.

With respect, indeed, to the disadvantage of distance, which undoubtedly affects the competition of Canadian timber with that of the Baltic, Her Majesty's Government have not failed to make what they deem to be a sufficient provision, all things considered, for the charge which it entails, by proposing to retain a protective duty of 15*s.* per load on foreign wood; and inasmuch as they can by no means admit that it is the proper office of commercial laws to attempt in general to secure to places which are remote all the advantages of proximity, they trust the petitioners will recognize in the plan as it actually stands, a proof of their great anxiety to give every just consideration to the claims of the parties engaged in the trade, and to those of the colony, so far as its interests may be conceived to be affected by the question.

Her Majesty's Government look forward to an active competition, under the law as it is proposed that it should stand, and a competition by no means unfavourable to the timber and deals of Canada. Nor is it competition alone which Her Majesty's Government anticipate; on the contrary, they conceive, as I have already had occasion to state to your Lordship, that to no inconsiderable extent, the consumption of Baltic timber is actually auxiliary to the demand for that of Canada, and therefore, that to this extent a measure which cheapens the first, is likely to cause positive improvement in the market for the last.

For these reasons, which I need not pursue into further detail, and for others to which I have thought it unnecessary on this occasion to refer, Her Majesty's Government have been unable to advise Her Majesty to assent to the prayer of the petition transmitted to me by your Lordship.

I have, &c.  
(signed) *W. E. Gladstone.*

CANADA.

COPY of the SPEECH of the Governor-general to the Legislative Assembly of *Canada*; and CORRESPONDENCE relative to certain presumed Changes in the Commercial Policy of the Empire.

(*Lord George Bentinck.*)  
(*Sir George Clerk.*)

*Ordered, by The House of Commons, to be Printed,*  
*18 May 1846.*

321.

*Under 3 oz.*

# C A N A D A.

FURTHER RETURN to an Address of the Honourable The House of Commons,  
dated 14 May 1846.

COPIES of any DESPATCHES from the Governor-General of *Canada* to Her Majesty's Secretary of State for the Colonies, in regard to the Commercial Changes now under the consideration of the Imperial Legislature.—(In continuation of Parliamentary Paper, No. 321, of the present Session.)

Colonial Office, Downing-street, }  
8 June 1846.

LYTTELTON.

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*Ordered, by The House of Commons, to be Printed, 10 June 1846.*

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— No. 1. —

(No. 54.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K.C.B., to the Right Honourable *W. E. Gladstone*.

No. 1.  
Governor Earl  
Cathcart to  
Mr. Secretary  
Gladstone,  
13 May 1846.

Sir,

Government House, Montreal, 13 May 1846.

I HAVE the honour to transmit herewith, in order that it may be laid at the foot of the Throne, an Address to Her Majesty from the Legislative Assembly of this Province, praying that, in the event of a change being made in the law regulating the admission of Foreign Corn into the British markets, due regard may be had to the interests of Canada.

I have, &c.  
(signed) *Cathcart*.

## TO THE QUEEN'S MOST EXCELLENT MAJESTY.

Most Gracious Sovereign,

WE, your Majesty's dutiful and loyal subjects, the Commons of Canada in Parliament assembled, respectfully beg leave to address your Majesty on a subject of the highest importance to the inhabitants of this Province.

We assure your Majesty, that while we have seen with unmingled satisfaction the happiness and prosperity of the people of this colony advancing in steady and successful progression under that moderate system of protection of her staple productions, grain and lumber, which your Majesty and your Imperial Parliament have hitherto graciously secured to them, we feel that we should be wanting in our duty, as well to your Majesty as to our constituents, did we fail earnestly to represent to your Majesty that we view with serious apprehension and alarm, as detrimental to the best interests of this colony, the adoption of the proposed principle of commercial intercourse now under the consideration of the Imperial Parliament.

We cannot but fear that the abandonment of this protective principle, the very basis of the colonial commercial system, is not only calculated materially to retard the agricultural improvement of the country, and check its hitherto rising prosperity, but seriously to impair our ability to purchase the manufactured goods of Great Britain; a result alike prejudicial to this colony and the Parent State.

We feel truly grateful to your Majesty for enabling us, by guaranteeing the payment of 1,500,000*l.*, to undertake many valuable public improvements, which are now approaching to completion, and which under the existing laws would ultimately prove productive. But should the duties on foreign and colonial produce entering the United Kingdom be assimilated, as at present proposed by your Majesty's Imperial Government, it is much to be apprehended that the agriculturists of this Province will be deprived of a fair and remunerative price for their surplus produce; and that, consequently, the increase of our staple products, which was reasonably anticipated, will be checked to such an extent as materially to lessen the prospect of our canals and other public works proving as productive as we had reason to expect.

We respectfully represent to your Majesty, that, situated as Canada is, and with a climate so severe as to leave barely one-half the year open for intercourse by the St. Lawrence with the mother country, the cost of transporting her products to market



## 2 CORRESPONDENCE WITH CANADA RELATIVE TO

is much greater than is paid by the inhabitants of the United States; and that without a measure of protection, or some equivalent advantage, we cannot successfully compete with that country.

It therefore becomes our duty, as faithful subjects of your Majesty, to point out what we sincerely believe must be the result of measures which have for their object the repeal of the laws affording protection to the Canadian export trade. First, it will discourage those at present engaged in agricultural pursuits from extending their operations; secondly, it will prevent the influx of respectable emigrants from the mother country, who have for many years past settled in large numbers on the waste lands of the Province, and who by their industry and capital have materially contributed to that rapid advancement of the country which we have before noticed; and, lastly, it is much to be feared that, should the inhabitants of Canada, from the withdrawal of all protection to their staple products, find that they cannot successfully compete with their neighbours of the United States in the only market open to them, they will naturally and of necessity begin to doubt whether remaining a portion of the British Empire will be of that paramount advantage which they have hitherto found it to be. These, we humbly submit, are considerations of grave importance both to your Majesty and the people of this Province; and we trust we need not assure your Majesty that any change which would tend in the remotest degree to weaken the ties that have for so many years, and under trying circumstances, bound the people of Canada to that land which they are proud to call their mother country, would be viewed as the greatest misfortune which could befall them.

We would further remind your Majesty that while, in compliance with the recommendation of the Imperial Government, we have passed a law repealing all duty on American produce coming through our country for exportation, no similar advantage is accorded by the American Government to the people of this Province; but that duties, amounting in most cases to prohibition, are rigorously maintained by that Government on every article of ours entering into their ports. The disadvantage we must labour under in this respect is so apparent that we respectfully request your Majesty will be pleased to cause the necessary steps to be taken for opening a negotiation with the Government of the United States for the admission of our products into their ports on the same terms that theirs are admitted into those of Great Britain and this colony.

We also humbly request that your Majesty will favourably consider the justice of admitting the products of this Province generally into the Imperial ports free of duty, as the expense of transportation is in itself all the protection which our fellow-subjects in the United Kingdom can reasonably expect as respects the imports from a colony situated at such a distance from the mother country, and with ports closed to commerce for so large a portion of the year. And we the more confidently appeal to your Majesty's justice upon this point as the relief that we seek in this particular is in strict accordance with the very principles upon which the changes that we deprecate are based, as well as to the assurance received through your Majesty's Secretary of State, that it is the desire of your Majesty's Government that the trade of Canada should in all respects approach as nearly to perfect freedom as the wishes of its inhabitants and the exigencies of the public revenue may permit.

While the subject that we have thus brought under the notice of your Majesty embraces other points requiring the gravest deliberation, and calling for the most favourable consideration on the part of the Imperial authorities, your Majesty's faithful Commons have felt it to be their duty to your Majesty, to the Imperial Parliament and the mother country, and to their own constituents, to lose no time in at once approaching your Majesty with the declaration of their views upon that part of it embraced in their present address, and to which, renewing their assurance of devoted attachment to your Majesty's person and Government, they earnestly entreat your Majesty's most gracious and favourable consideration.

Legislative Assembly,  
Tuesday, 12th May 1846.

(signed) A. N. Morin,  
Speaker.

— No. 2. —

(No. 83.)

COPY of a DESPATCH from the Right Honourable *W. E. Gladstone*, to Governor the Earl *Cathcart*, K. C. B.

No. 2.

Mr. Secretary  
Gladstone to  
Governor Earl  
Cathcart,  
3 June 1846.

My Lord,

Downing-street, 3 June 1846.

I HAVE to acknowledge the receipt of your Lordship's despatch, No. 54, of the 13th of May, transmitting to me, for presentation to Her Majesty, an address which has been voted by Her Majesty's loyal subjects the Commons of Canada. In this address it is set forth, that the Assembly of Canada regard the adoption of the principle of commercial intercourse now under the consideration of the Imperial Parliament with serious apprehension and alarm, and various grounds are stated for entertaining such impressions. Her Majesty has been pleased to receive this address with the fullest confidence in the loyalty and intelligence of Her faithful Commons of Canada; but it is with sincere concern that

## PRESUMED CHANGES IN THE COMMERCIAL POLICY. 3

that Her Majesty has learned the existence, in such a quarter, of anticipations of such a character.

I have it in command from Her Majesty to address to your Lordship the following observations in regard to the matter of the address, which have been submitted by Her Majesty's advisers for Her gracious approval, and to which She has been pleased to give Her sanction.

Her Majesty's Government conceive that the protective principle cannot with justice be described as the universal basis, either of the general connexion between the United Kingdom and its colonies, or even of their commercial connexion. There is a large and important group of the colonies of this country, having a very extended commerce, and one of a peculiarly British character, in relation to which the protective system has at no time exercised a powerful influence, and in relation to which at present it has little more than a nominal existence. I speak of the Australian colonies: and it cannot fail to be remarked, that while these are the most distant, and therefore, according to the suppositions of many, the most in need of commercial preference, they have also made the most rapid progress, and have thus most effectually belied that necessity. It is true, indeed, that a part of their material prosperity may be ascribable to the supply of penal labour; but this is far from affording an explanation of the case, since perhaps the most remarkable instances of vigorous and rapid growth among the Australian possessions of Her Majesty have been instances in which penal labour has been altogether unknown. The energy of the colonists has, without doubt, under Divine Providence, been the main cause of their singular advancement; stimulated, but not overborne by distance, and aided, not repressed, by the enjoyment of commercial freedom. The same energies, with less disadvantage of distance to contend against, will, it may be confidently predicted, have a similar effect in developing the resources of British North America, and not with less, but rather with the more signal success, when capital, industry and skill shall be left to take their own spontaneous direction, and to turn to account, as individual prudence shall suggest, the abundant materials and instruments of wealth which the bounty of Heaven has bestowed.

Her Majesty's Government have been glad to find that the Assembly has viewed with an unmingled satisfaction the prosperity of Canada under the moderate system of protection which has hitherto prevailed; but the Assembly cannot fail to recollect, that all the progressive relaxations of that system, which for a series of years past have been introduced into the law, have been met and resisted by predictions of the ruin that it was honestly but erroneously conceived would follow them, and that those predictions have, with a remarkable uniformity, been disappointed. Experience cannot but suggest that a similar insecurity attaches to the renewal of the same expectations founded on the same arguments.

It is not for the sake of controversial or purely argumentative advantage that Her Majesty's Government refer to former apprehensions, and to the manner in which they have been dissipated by the event. A retrospect of this kind is calculated to throw clear and abundant light upon the real merits of the question. The fears which are now entertained have reference to the circumstance that it is proposed to remove all differential duty between Canadian and foreign corn. Is it then to be shown that the Canadian corn trade has prospered heretofore in proportion to the amount of such differential duty? Far otherwise. The law of 1828 diminished the difference in favour of Canada; the law of 1842 further and greatly diminished the difference in favour of Canada; the Law of 1843, which reduced the duty on Canadian wheat to one shilling per quarter, still left a much smaller difference in its favour, as against foreign wheat, than existed under either of the former Corn Laws. And yet the corn trade of Canada has grown and prospered; and its extension has, doubtless, contributed in no small degree to the happiness and prosperity of the people of the colony, which the Assembly, sharing in the unmingled satisfaction of Her Majesty and the British Parliament, has seen advancing in steady and successful progression. But this extension has taken place, not under protection secured from change, nor under protection fortified by successive increments, but contemporaneously with a series of changes involving its great diminution.

It appears to be the impression of the Assembly that some great revolution of prices is likely to occur, as the consequence of the pending changes in the law, which will deprive the Canadian farmer of all hope of remuneration

for



for his surplus produce. But the Canadian farmer is advancing from year to year in capital and in science; and, to say nothing of the great advantages he cannot fail to derive from improved communications, it would surely be rash to assert, nor probably do the Assembly in their address intend to imply, that his industry must be paralysed unless he shall continue to receive the precise amount of average payment for his grain that he has hitherto received for it. Doubtless the alarm which has been excited has reference to the idea of some sudden, great and permanent reduction of price, to follow the repeal of the British Corn Law. Without pretending to estimate too nicely the momentary or the occasional effects of that measure, Her Majesty's Government cannot but admit that they could better appreciate at least certain presumptive, though far from demonstrative, grounds for the alarm of the Canadian agriculturist in regard to the future fortunes of the colony if they shared in such an anticipation. To some reduction of average and usual price, from the removal of artificial restraints, they are disposed to look forward; but when they consider the steady and rapid growth of population in the corn-producing countries of the globe, they cannot but be persuaded that it would be unwise, whether in the friends or the opponents of commercial relaxation, to recommend or dissuade it on the ground of any great revolution in permanent prices to be operated by it; and their expectations of advantage, sanguine as these anticipations are, have reference in a greater degree to the increased steadiness of the market, and to the vigour which general trade will derive from the removal of restraints upon the exchange of commodities, and agriculture, from the cessation of all artificial influence disturbing the balance of its several pursuits, and from the wholesome stimulus that competition, which in farming pursuits can scarcely become overwrought, rarely fails to impart to industry.

For Mr. Secretary  
Gladstone's Despatch,  
18 May, No. 66,  
vide Papers, ordered by  
the House of Commons  
to be printed, 18 May  
1846, No. 321, p. 17.

I am unwilling to repeat at length the arguments which I have addressed to your Lordship in my despatch, No. 66, of the 18th May, with respect to the other great subject of the alarm of the Assembly, namely, the trade in lumber. When, however, we revert to the year 1842, it cannot but be acknowledged that this was the case of a trade peculiarly artificial as it stood under the former law. The reduction, though graduated, was decisive; perhaps in no case has it been more so; and certainly in no case have more uniform, confident or sincere prophecies of ruin been hazarded by the opponents of the change. The result is, that the export of timber from British North America to this country attained, during the last year, to a height which it had never reached under the more protective law. I do not mean that the withdrawal of protection was either the exclusive or even the principal direct cause of this prosperity; although there cannot be a doubt that many trades have to refer their vigour to the fact that the absence of artificial support has in their case given free operation to the stimulus necessary for the development of natural and permanent resources. Increased demand in the United Kingdom has, without doubt, been the main and the immediate cause of the increased export of wood from British North America; but it is the conviction of Her Majesty's Government that such increased demand was itself referable in no small degree to the relaxations of our commercial law; and therefore, in its due proportion, the growth of the timber trade is truly and justly, even if circuitously, to be ascribed to that very diminution of protection from which its ruin had been anticipated. We are now to look forward with hope to a further increase of the consuming power of this country; a further encouragement to the use of timber as compared with competing articles capable of being applied to the same purposes; a further encouragement to the use of Canadian timber, in combination with the wood of the Baltic, for those objects in regard to which the consumption of the one directly stimulates the consumption of the other. Is it too much to hope that causes so similar may produce like effects; and that the caution with which Parliament has proceeded in the gradual reduction of the timber duties to a moderate standard may be again rewarded by the satisfaction with which it will witness a further growth in the wood trade of Canada?

Her Majesty's Government, therefore, cannot, on the part of the Imperial Exchequer, share in the fear that increased freedom of trade will have the effect of crippling the revenues of those important public works which are designed to facilitate the transit of the produce of Canada by the St. Lawrence to the sea. They can by no means subscribe to the opinion that the comparative  
dearness

## PRESUMED CHANGES IN THE COMMERCIAL POLICY. 5

dearness of this route is an established fact; and they likewise feel, that if they did subscribe to that opinion, although it might corroborate the propriety of the course they have pursued in suggesting to Parliament the interposition of an interval before entire freedom shall be given to the corn trade, it could do no more; it could not induce them to ask, nor Parliament to grant, nor, they are certain, could it induce the people of Canada to desire, that the market of their farm produce should be maintained by means of a perpetual tax upon the people of England. In referring to the unchecked competition which, so far as British law is concerned, will be established between colonial and foreign corn by the repeal of the Corn Law, it perhaps may not have occurred to the Assembly, that British law alone cannot suffice to establish this competition. The price which the colonial and foreign exporters of corn respectively will obtain for their grain in Great Britain, must always be materially affected by the comparative degrees of facility which may be afforded in the country of the one and of the other for the introduction of those British goods by which payment for the corn must substantially be made. British goods are admitted into Canada at very low, into the American Union at very high, import duties. The effect of this is not merely to give to the British exporter a better position in the Canadian market than in that of the United States, but to enable him to give a better price for the commodity he purchases in return, and therefore to give to the corn trade of Canada a corresponding advantage, so long as the present tariffs continue, over that of the United States.

With respect to that portion of the address which prays Her Majesty to invite the Government of the United States to establish an equality of trade between the dominions of the Republic and the British North American colonies, I am commanded to instruct your Lordship to assure the Assembly that Her Majesty will readily cause directions to be given to Her Minister at Washington to avail himself of the earliest suitable opportunity to press this important subject on the notice of that Government, and that it will afford Her Majesty the most sincere satisfaction if any communication which may hereafter be held for this purpose shall have the effect which is desired by Her faithful Commons of Canada.

Her Majesty's Government have, as may be known to the Assembly, on several occasions endeavoured to make arrangements with foreign powers for the mutual relaxation of tariffs; and similar attempts have taken place among foreign powers, one with the other, but almost uniformly with ill success. Whatever arguments may be used to show the great increase of benefit that would accrue on both sides if states could have been induced to act simultaneously for this purpose, experience has sufficiently shown the difficulty of effecting these combined operations upon matters which are properly of domestic concern, and has suggested the wisdom of securing the incomplete advantage which depends upon our own free agency alone, rather than of foregoing it in the vain endeavour to realize benefits larger indeed, but not within our reach. Should the Government of the United States continue to maintain the scale of import duties now in force upon its frontier, Her Majesty's Government will view with regret a policy injurious to Canada; but they will reflect with satisfaction on the prevalence of laws more favourable to commerce on the Canadian side, and will anticipate from those laws both a direct benefit to the people and trade of the Province, and the further advantage which a consistent example given by this country and by its colonies will, as they believe, not fail to realize in disposing foreign states towards the removal of restrictions on trade.

With respect to that part of the address which relates to the duty of 1 s. per quarter, which it is proposed to charge on all wheat imported into England after the repeal of the Corn Law, I am to refer your Lordship to my despatch, No. 56, of the 18th April, on the same subject. From the purport of that despatch it would of course be even more difficult to recede at a period when the Bill introduced into the House of Commons by the advisers of the Crown has passed through all its stages in that House, and has been affirmed, as to its principle, on the second reading, by the House of Lords.

It is necessary for me here to offer an explanation with regard to an expression of mine, which appears to have given rise to misapprehension. I have stated to your Lordship, in a previous despatch, that Her Majesty's Government desire that the trade of Canada should in all respects approach as near to perfect freedom as the dispositions of its inhabitants and the exigencies of the public revenue there may permit; and from this it is inferred that the amount of 1 s. per quarter,

*For Mr. Secretary  
Gladstone's Despatch,  
No. 56, of the 18th  
of April, vide Papers  
ordered by the House of  
Commons to be printed,  
18 May 1846, No. 321,  
page 10.*



## 6 CORRESPONDENCE WITH CANADA RELATIVE TO

which has been adopted for a long period in this country as the standard of a nominal duty upon corn, ought to be removed. But the language which I employed had reference to the trade of Canada as affected by laws applicable in her own markets and on her own waters. Indeed, if the allusion had been to a rigid and perfect equality of trade in the ports and markets of this country, its first and most important bearing would, I apprehend, have been, not upon the nominal duty of 1*s.*, which it is proposed to retain upon colonial in common with foreign corn, but rather upon the very considerable duties of 15*s.* and 18*s.* respectively, which, as against nominal duties of 1*s.* and 2*s.* on Canadian timber and deals, it is proposed to continue to charge on the corresponding foreign articles.

Her Majesty's Government, in the discharge of their duty to the Crown and to the people of this country, and likewise to the empire at large, have not felt themselves to be at liberty to advise Her Majesty to pass by the address of Her Canadian Assembly with a brief or merely formal answer, although the advanced stage at which the deliberations of Parliament have now arrived might have afforded at least a technical justification for such a course. They have thought a more frank and full exposition of their views of this great question in its bearings upon Canada was due to the important body from which the address proceeds, and from which they are well assured may be anticipated the most candid consideration even of arguments opposed to their own. It is due especially on account of the importance of that body and of the province of Canada; but, even in the case of the smallest portion of Her subjects, I have it in command to say that it would equally have been the desire of Her Majesty that such a frank exposition of the policy of Her Government should be made. Her Majesty does not recognize the distinction between Her nearer and Her more remote subjects with reference to a matter so nearly touching Her relation towards them, and the duties and the sentiments of consideration and affection which it involves. Nor can she recognize in this view any distinction between the more and the less powerful, particularly at a time when Her Parliament is engaged in the discussion of measures which are recommended to its notice especially upon the ground that they tend to improve the condition of the most numerous and the least opulent classes of Her people.

It would indeed be a source of the greatest pain to Her Majesty's Government if they could share in the impression that the connexion between this country and Canada derived its vitality from no other source than from the exchange of commercial preferences. If it were so, it might appear to be a relation consisting in the exchange not of benefits but of burdens; if it were so, it would suggest the idea that the connexion itself had reached or was about to reach the legitimate term of its existence. But Her Majesty's Government still augur for it a longer duration, founded upon a larger and firmer basis,—upon protection rendered from the one side, and allegiance freely and loyally returned from the other,—upon common traditions of the past, and hopes of the future,—upon resemblances in origin, in laws, and in manners,—in what inwardly binds men and communities of men together, as well as in the close association of those material interests which, as Her Majesty's Government are convinced, are destined not to recede but to advance, not to be severed, but to be more closely and healthfully combined under the quickening influences of increased commercial freedom.

I have, &c.

(signed) *W. E. Gladstone.*

## — No. 3. —

(No. 53.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K. C. B. to the Right Honourable *W. E. Gladstone.*

No. 3.  
Governor Earl  
*Cathcart* to  
Mr. Secretary  
*Gladstone*,  
13 May 1846.

Sir,

Government House, Montreal, 13 May 1846.

AT the request of the Board of Trade of the town of Hamilton in Upper Canada, I have the honour to transmit herewith, for the purpose of being laid at the foot of the Throne, a Petition to Her Majesty from that body, praying that the measures now before the Imperial Parliament relating to corn and timber may not become law.

I have, &c.

(signed) *Cathcart.*

LETTER

## PRESUMED CHANGES IN THE COMMERCIAL POLICY. 7

LETTER from *J. Young, Esq.* to the Hon. *Dominick Daly*, Civil Secretary, Montreal.

Sir,

Hamilton, 7 May 1846.

I HAVE the honour to transmit through you to his Excellency the Governor-general, the enclosed Petition to Her most gracious Majesty, from the Board of Trade of this town, against the measures now before the British Parliament relative to corn and timber, and to request that his Excellency would be pleased to forward the same at the earliest possible period, to be laid at the foot of the Throne.

I have, &c.

(signed) *John Young*,  
President Hamilton Board of Trade.

## TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The Petition of the Board of Trade of the Town of Hamilton.

Most humbly sheweth,

THAT great alarm has been occasioned in your Majesty's province of Canada, as well as in your Majesty's other possessions in North America, by the measures recently brought before the British Parliament by your Majesty's Government, proposing the reduction and abandonment within a short period of the protection now afforded us on our staple articles of export.

That these provinces are the nearest colonies that can supply the mother country with corn and timber, and in return take British manufactured goods to an extent greater, according to our population, than any other colony, and four times greater than any foreign country.

That, should free trade in corn supersede the protection now afforded to this great staple of our export, we shall be no longer in a situation to continue as importers of British manufactured goods to an extent worthy of consideration, and the attention of the colonists must unavoidably be directed to the encouragement and extension of domestic manufactures.

That, encouraged by the protection afforded us in the British market, and the benevolent intentions of Your Majesty towards the colony, as expressed in the determination to regard Canada as an integral portion of the empire, and in her intercourse with the mother country to place her in the position of an English county, we have been induced to borrow on the credit of Great Britain a loan of one million and a half sterling to improve and complete our internal communications, which, should this protection be withdrawn, will be comparatively valueless, the means by which we hoped to liquidate the principal and interest being diverted into other channels.

That, in addition to the above, your petitioners would beg to present to your Majesty's notice the following facts.

That the trade to these colonies employs a most numerous and important portion of the British mercantile marine.

That British shipping is subject to additional expense by Imperial Acts in its intercourse with these colonies.

That we suffer considerable natural disadvantages, owing to our distance from the mother country, and to our ports being from their northerly situation closed to an export and import trade for nearly six months of the year.

Your Petitioners therefore humbly pray your Majesty to continue to this colony the protection now afforded, or at least such a modification thereof as may still enable us to compete with European growers of corn in the British markets and thereby enable us to import and consume British manufactured goods.

Or that, should the measures lately introduced by your Majesty's ministers become law, your Majesty will be graciously pleased to extend to this colony such relief as may enable us to sustain the disastrous consequences which we apprehend will follow the adoption of the policy now advocated by your Majesty's Government.

And your petitioners, as in duty bound, will ever pray.

(signed) *John Young*, President.  
*William Atkinson*, Secretary.

— No. 4. —

(No. 74.)

COPY of a DESPATCH from the Right Honourable *W. E. Gladstone* to Governor the Earl *Cathcart*, K. C. B.

My Lord,

Downing street, 1 June 1846.

I HAVE laid before the Queen the Petition to Her Majesty from the Board of Trade of the town of Hamilton in Western Canada, which accompanies your Lordship's despatch of the 13th May (No. 53). Her Majesty was pleased to receive it very graciously; but, much as I regret my inability to advise the Queen

No. 4.  
Mr. Secretary  
Gladstone to  
Governor Earl  
Cathcart,  
1 June 1846.



to assent to a request preferred by a body of Her Majesty's subjects possessing such and so many claims on the favourable regards of their Sovereign, I have been precluded from advising Her Majesty to assent to the prayer of this petition, that the measures now before the Imperial Parliament, relating to corn and timber, may not become law. To assent to it would be (as the petitioners will not fail to perceive) not merely to retract the recommendations addressed by Her Majesty to Parliament at the commencement of the present Session, but would be to contravene all the votes hitherto passed in pursuance of that recommendation by both Houses of Parliament.

I have &c.

(signed) *W. E. Gladstone.*



CANADA.

COPIES of any DESPATCHES from the Governor-General of *Canada* to Her Majesty's Secretary of State for the Colonies in regard to the Commercial Changes now under the consideration of the Imperial Legislature.—(In continuation of Parliamentary Paper, No. 321, of the present Session.)

(*Lord George Bentinck.*)

*Ordered, by The House of Commons, to be Printed,  
10 June 1846.*

374.

*Under 1 oz.*

CANADIAN POST OFFICE.

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RETURN to an Address of the Honourable The House of Commons,  
dated 3 August 1846;—for,

“COPIES of REPORTS of any COMMISSION appointed by the GOVERNOR-  
GENERAL of CANADA, since the Union of the Two Provinces, to inquire into  
the State of the CANADIAN POST OFFICE.”

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Colonial Office, Downing-street, }  
27 August 1846. }

B. HAWES.

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(*Mr. Warburton.*)

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*Ordered, by The House of Commons, to be Printed,*  
*28 August 1846.*

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[illegible]

COPY of REPORT of COMMISSION appointed by the GOVERNOR-GENERAL  
of CANADA, since the Union of the Two Provinces, to inquire into the  
State of the CANADIAN POST OFFICE.

Government House, Montreal,

26 October 1840.

Gentlemen,

I AM commanded by the Governor-general to inform you that his Excellency has been pleased to appoint you to be Commissioners to inquire into the present administration of the Post-office within the Provinces of British North America.

It is not his Excellency's intention, in notifying to you this appointment, to embarrass your discretion as to the extent of your inquiry, or the means of conducting it, by instructions pointing out minutely the course you are to pursue. You will understand that the object of Her Majesty's Government is to ascertain whether any and what alterations can be made to promote the efficiency of the Post-office establishment, and to advance the convenience of the public. The reduction of postage lately effected upon all letters from and to the United Kingdom seems already to have provided for that branch of the subject; but the end to be obtained in the Post-office arrangement for these provinces, as regards the transmission of letters within them, should be to afford such a reduction of charges, together with such augmentation of convenience, as may be found possible, consistently with security, that the revenue raised shall suffice to defray all expenses incurred. Much also may remain to be done even with respect to the communication with the United Kingdom, apart from the mere charges for letters, and you will therefore embrace in your inquiry every matter connected with the Post-office communication in these provinces which appears of importance; the number and situation of existing offices, and the necessity for new establishments; the improvement of internal communications, whether by land or water; the rates of inland postage; the expense of the different lines as compared with the revenue; and the manner in which that expense is defrayed; the emoluments of the different officers of the department, whether arising from fixed salary, from agency or from perquisites, and the means of facilitating communication between the respective provinces and the United States. To all these, and to any other points which may appear to you of importance, your attention will of course be directed.

To assist you in the conduct of your inquiry, the Governor-general has been pleased to appoint Mr. C. Dunkin to be your secretary, and you will consider yourselves authorized to require from all officers of the Government, and more especially from all postmasters or other individuals engaged in the several post-offices, such information or documents as may appear to you necessary. You will also be at liberty, should you think it expedient, to summon before you any of the servants of the Post-office, whose evidence you may desire to receive *vivâ voce*; but in using this authority you will of course endeavour to interfere as little as possible with the conduct of the public business.

In respect to the other provinces of British North America, you will probably be able to obtain, by correspondence with the postmasters and other officers of the Government, all the particulars necessary for your inquiry. The Lieutenant-governors have already received from the Secretary of State instructions to transmit to the Governor-general such information on this subject as they may be able to afford, and the despatches which have in consequence been received from them will be laid before you at once. Should it appear to you at



## 4 REPORT OF COMMISSIONERS APPOINTED TO INQUIRE

any time necessary to invoke the interference of the Governor-general to obtain any additional information from public officers, whether in this or the neighbouring provinces, his Excellency will be ready to attend to any representation which you may make to him.

You will probably find it expedient to apply to some of those engaged most extensively in commerce for particulars relating to your inquiry; in that case his Excellency feels confident that you will receive from them all the attention which the importance of the subject demands.

When you shall have completed your inquiry, you will proceed to report the result to his Excellency, for the consideration of Her Majesty's Government, accompanying your Report with a scheme of the measures necessary for carrying out the alterations which you may suggest.

I have the honour to be,

Gentlemen,

Your obedient Servant,

E. Dowling, Esq.

T. A. Stayner, Esq.

J. Davidson, Esq.

(signed) T. W. C. Murdoch,  
Chief Secretary.

May it please Your Excellency,

WE who have hereunto subscribed our names and affixed our seals, having been appointed Commissioners to inquire into the administration of the Post-office within the provinces of British North America, have the honour to certify that we have entered upon the performance of our duties with a deep sense of the importance of the trust reposed in us, and an earnest desire to be instrumental in furthering the wishes of Her Majesty's Government for the improvement of the Post-office establishment in this part of Her Majesty's dominions.

For collecting information and making ourselves acquainted with the opinions of the people as to the present, and their wishes as to the future administration of the department, almost the only course open to us was that of taking evidence by means of written correspondence. To have procured the attendance of witnesses from all parts of a country which, in a straight line drawn from one extremity to the other, extends over more than 1,600 miles, was obviously impossible. We therefore prepared circular letters and a series of written questions, which we addressed, without distinction of classes, to all persons from whom they were likely to draw forth useful information. We addressed a second series of questions to the proprietors, editors and publishers of newspapers; a third to the heads of the civil and military departments; a fourth to the postmasters touching their emoluments; and a fifth was subsequently despatched to the postmasters for information as to the value of their franking privilege. We also requested from Mr. Stayner, the Deputy Postmaster-general for Canada; from Mr. Howe, the Deputy Postmaster-general for the Lower Provinces, and from some of the postmasters, a variety of returns, showing the general state of the department under their charge.

These circulars and queries, together with the principal returns and copious extracts from the correspondence, will be found in the Appendix to this Report.

The number of written communications (exclusive of returns) received by us is upwards of 1,500, a fact which not only shows that the inhabitants of these colonies take much interest in the subject, but also enables us to report with some degree of confidence on the state of public opinion in regard to most of the points within the scope of our inquiry.

Sketch of history of  
department in Bri-  
tish North America.

We shall presently have to submit a detailed statement of the actual condition of the department, to which a short account of the rise and progress of the Post-office establishment in these provinces may, we hope, be advantageously prefixed. That account must necessarily be a short one, for we have to regret the absence of such documents as would enable us to furnish a more detailed history of the department; and it will be seen that the absence of more authentic records has compelled us to copy from the Quebec Almanac of remote years, lists of the post-offices then in existence, and that we have derived from

INTO THE STATE OF THE CANADIAN POST OFFICE. 5

from the same source some scraps of information respecting the number of mails then transmitted between different places, and their gradual increase.\*

A general post-office was first established in North America by the 9 Anne, c. 10, s. 4, where, amongst other things, the inland rates on letters sent by post through certain towns in the provinces of New England, Connecticut, New York and Pennsylvania were prescribed. The rates thus fixed continued till the passing of the 5 Geo. 3, c. 25, by which Act the rates now collected in these provinces and in such of the West India Islands as are provided with inland post accommodation, were established.

First established by  
9 Anne, c. 10.

Present rates fixed  
by 5th Geo. 3d, c. 25.

We have not been able to discover any record of the manner in which the administration of the post-office in North America was conducted before the reign of Geo. 3. In 1759, the year of the conquest of Canada, Benjamin Franklin was Deputy Postmaster-general of North America. By his excellent management he appears to have extended post accommodation in the provinces, and to have greatly increased the revenue of the department. It is stated in his memoirs that when he was appointed to the office, the revenue collected was not enough to defray his salary of 300*l.* a year, but ere long he was enabled to remit to the British Treasury 3,000*l.* the profit for one year.

Dr. Franklin, Deputy  
Postmaster-general  
in 1759.

In the year 1766, Dr. Franklin was examined at the bar of the House of Commons touching the contemplated repeal of the Stamp Act passed the year before. Being questioned as to the extent of post-office accommodation in America, he gave the following evidence:—

*Question.* Are you not concerned in the management of the post-office in America?—

*Answer.* Yes; I am Deputy Postmaster-general of North America.

*Question.* Do you not think the distribution of stamps by post to all the inhabitants very practicable if there was no opposition?—*Answer.* The posts only go along the sea-coasts; they do not, except in a few cases, go back into the country, and if they did, sending for stamps by post would occasion an expense of postage amounting, in many cases, to much more than the stamps themselves.

*Question.* Can you disperse the stamps by post in Canada?—*Answer.* There is only a post between Quebec and Montreal; the inhabitants live so scattered and remote from each other in that vast country, that the posts cannot be supported among them, and therefore they cannot get stamps per post; the English colonies, too, along the frontiers are very thinly settled.

In the year 1774, Franklin was dismissed from office.

The first Deputy Postmaster-general resident in Canada was Mr. Hugh Finlay.

We find by an advertisement in the Quebec Gazette, published 23d July 1767, that in that year he was performing, under Franklin, the duties of postmaster at Quebec. The commission by which he was appointed Deputy Postmaster-general is dated 7th July 1784, one year after the peace with America; and as it is known that the British Government did not during the war which broke out a few months after his dismissal, appoint any successor to Franklin, it is certain that Mr. Finlay was the first Deputy Postmaster-general in Canada. He is designated in the commission as Deputy Postmaster-general of his Majesty's "*Province of Canada*," from which it would appear that the Lower Provinces were not included in his charge. An almanac, published at Quebec in the year 1791, represents the condition of the department in that year as follows:—

Mr. Finlay, the first  
Deputy Postmaster-  
general after the  
American Revolution,  
appointed 1767.

State of department  
in 1791.

*Hugh Finlay, Esq., Deputy Postmaster-general.*

Postmasters	{	Mr. <i>E. Edwards</i>	-	-	Montreal	-	-	<i>L. C.</i>
		„ <i>Saml. Sills</i>	-	-	Three Rivers	-	-	<i>L. C.</i>
		„ <i>Louis Aimé</i>	-	-	Berthier	-	-	<i>L. C.</i>
		„ <i>Saml. Anderson</i>	-	-	Cornwall	-	-	<i>U. C.</i>
		„ <i>John Munro</i>	-	-	Matilda	-	-	<i>U. C.</i>
		„ <i>John Jones</i>	-	-	Augusta	-	-	<i>U. C.</i>
		„ <i>Peter Clarke</i>	-	-	Kingston	-	-	<i>U. C.</i>
		„ <i>Joseph Edwards</i>	-	-	Niagara	-	-	<i>U. C.</i>
		„ <i>George Leitch</i>	-	-	Detroit	-	-	<i>U. C.</i>
		„ <i>— Mitchell</i>	-	-	Michilimackniac	-	-	<i>U. C.</i>
		„ <i>Hugh Munro</i>	-	-	Baie des Chaleurs	-	-	<i>L. C.</i>

There

\* Previous to the appointment of the present Deputy Postmaster-general, no records were kept in the post-office. The documents belonging to the department were treated as private property by each successive holder of the office, and removed by him or his representatives on his resignation or death.



## 6 REPORT OF COMMISSIONERS APPOINTED TO INQUIRE

There was a monthly mail despatched from Falmouth for Quebec, and once a month an English mail was despatched from Quebec, sometimes *viâ* Halifax, sometimes *viâ* New York. Between Quebec and Halifax there was in summer a mail every 15 days, and in winter once a month. There was a monthly mail for the "new establishments above Montreal," and for the establishments of Gaspé, the Baie des Chaleurs, &c. a mail was despatched as occasion offered. The couriers left Québec and Montreal every Monday and Thursday at four o'clock in the afternoon, and reached their destination, unless prevented by the state of the roads, on Wednesdays and Saturdays.

In 1796 and 1798.

In the years 1796 and 1798 we find precisely the same number of post-offices, and generally the same amount of post accommodation as in 1791.

Mr. Heriot appointed Deputy Postmaster-general in 1800. State of department in 1803 and 1804.

Mr. Finlay was succeeded in 1800 by Mr. George Heriot. In 1803 Upper Canada had eight post-offices, but the mails were not more frequent than in 1791. In 1804 there were in Lower Canada five post-offices, in Upper Canada nine, in Nova Scotia six, in Cape Breton one, in Prince Edward's Island one, and in New Brunswick four.

In 1807.

Mr. Wood, the postmaster at Cornwall, in Upper Canada, and the oldest *employé* in the post-office, thus describes the condition of the establishment in the Upper Province in the year 1807:—"When I first took charge of the office at this place in 1807, I believe the mail was only carried four times in the year from Quebec to Amherstburg, and that on the back of an old Canadian pedestrian, who performed his trip once in three months. The arrival of this despatch was hailed with joy amongst the then contented and loyal inhabitants throughout the country."

Extent of Mr. Heriot's charge.

We have before us several commissions issued by Mr. Heriot to postmasters in Nova Scotia, in which he styles himself "Deputy Postmaster-general for the Provinces of Upper and Lower Canada, Nova Scotia and New Brunswick, in North America, and their Dependencies." The absence of his own commission deprives us of the power of stating by what authority he made those appointments, and adopted that designation. If under that commission the Lower Provinces belonged to his charge, as well as Canada, it would appear that the connexion did not last very long. We are of opinion, that on Mr. Daniel Sutherland's appointment to succeed Mr. Heriot in the year 1816, he found Nova Scotia and Prince Edward's Island wholly withdrawn from the Canada charge, but New Brunswick still continued to form part of it, the postmasters for that province being commissioned at Quebec, and accounting directly with the Deputy Postmaster-general there.

Mr. Sutherland appointed Deputy Postmaster-general in 1816.

In the year 1816 had charge only of Canada and New Brunswick.

State of department in 1817.

In the year 1817, Lower Canada had 13 post-offices; Upper Canada, 12; Nova Scotia, six; New Brunswick, three; and Prince Edward's Island, one. In this year, the mails were running between Quebec and Montreal every day in the week except Sundays and Fridays; between Quebec and Halifax, once a fortnight all the year round; between Quebec and Kingston, once a week; between Kingston and Toronto, once a week; between Toronto and Niagara, once a week; and between Toronto and Amherstburg, once a fortnight.

In 1820.

In the year 1820, there were in Lower Canada, 20 offices; in Upper Canada, 19; in Nova Scotia, six; in New Brunswick, three; and in Prince Edward's Island, one.

Detailed Return for Canadas and New Brunswick in 1824.

Documents were fortunately discovered in the post-office at Quebec, which formed the basis of a very complete return of the state of the department in the Canadas and New Brunswick in the year 1824.

From this it appears, that there were then in the Canadas, 69 post-offices; 1,992 miles of established mail road; the weekly travel of the mail was 7,108 miles; the gross revenue was 14,504 *l.* 6 *s.* 11  $\frac{1}{2}$  *d.*, and the revenue remitted to England, after deducting 300 *l.* the supposed surplus for New Brunswick, 5,386 *l.* 2 *s.* 2 *d.* At that time the population of the Canadas amounted to nearly 600,000 souls; Lower Canada containing about 440,000, and Upper Canada, 150,000.

In the year 1826 or 1827, a correspondence took place between Mr. Rowe and Mr. Sutherland, on an application, as we are informed, made by the former gentleman to relieve Mr. Sutherland from the superintendence of the New Brunswick branch of the department. This arrangement, acquiesced in at the time by Mr. Sutherland, and approved by the Postmaster-general, was subsequently carried into effect, but not until after the present Deputy Postmaster-general

# INTO THE STATE OF THE CANADIAN POST OFFICE.

7

general had been appointed, on the resignation of Mr. Sutherland. By a letter from Sir Francis Freeling, dated 12 December 1827, Mr. Stayner was informed of his appointment as "Deputy Postmaster-general of British North America." His commission and instructions, dated respectively the 5th April and 10th May 1828, designate him as "Deputy Postmaster-general of the Provinces of Canada and New Brunswick and their Dependencies." In the autumn of 1828, the separation of nearly the whole of New Brunswick from the Canada charge was effected, and since that time, Mr. Rowe has continued to superintend the New Brunswick branch.

Mr. Stayner was appointed Deputy Postmaster-general in 1827-8.

In 1828 most of New Brunswick detached from Quebec charge.

Returns received from the department at Quebec have enabled us to prepare a table by which the condition of the post-office in Canada in every year (except 1829 and 1830), from the year 1828 to 1840, is accurately shewn. On reference to this table, it will be found to present a detailed account of the gradual progress of the department in all its more important branches, the gross revenue, the cost of transport, the increase of post accommodation; to these we have thought it might be useful to add a statement of the increase of population in the provinces during the corresponding periods.

Increase of department in Canada from 1828 to 1840.

In 1831, the number of post-offices within the Quebec charge was 151; the number of miles of established mail road, 2,896; the number of miles travelled weekly, 13,213; the expense of carrying the mails, 6,720*l.* 18*s.* 5*d.*; the gross revenue, 21,180*l.* 10*s.*; and the net revenue, 9,524*l.* 17*s.* 6*d.* currency.

Its state in 1831.

The population of Lower Canada was about 512,000, and that of Upper Canada 235,000, making, with the portion of New Brunswick under the Quebec establishment, rather less than 760,000 souls.

In 1840, the number of post-offices had increased to 398; the number of miles of established road was 5,736; the number of miles travelled weekly was 28,332; the expense of mail conveyance, 21,973*l.* 8*s.* 5*d.*; the gross revenue, 52,752*l.* 8*s.* 5½*d.*; and the net revenue, 19,499*l.* 13*s.* 1*d.* currency.

In 1840.

The population of Lower Canada is now estimated at 662,000, and that of the Upper Province at 420,000 inhabitants; so that the entire population within that charge is about 1,100,000.

It will thus be perceived that between the years 1831 and 1840, the amount of revenue of the department, and the extent of post-office accommodation, have increased more rapidly than the population of the country. The number of post-offices has increased 163 per cent.; the number of miles of established mail road nearly 100 per cent.; the number of miles travelled weekly upwards of 106 per cent.; the yearly cost of mail conveyance nearly 227 per cent.; the gross revenue more than 150 per cent.; and the net revenue nearly 105 per cent.; while the population has increased in the ratio of not quite 45 per cent.

Increase considerably more rapid than that of population.

In the year 1832, the Duke of Richmond, then Postmaster-general, required the presence of Mr. Stayner in England, to assist in the preparation of measures for the improvement of the post-office in British North America. Many and considerable evils were found to exist in the institution. The mode of accounting was defective; the complaints of printers as to the charges for the transmission of newspapers, and the appropriations of the money so raised, were loud and general; both branches of the legislature in each of the Canadas had in successive years appointed committees to inquire into the abuses and defects of the system. It was felt, in short, that the time had arrived when a general and extensive reform could no longer be denied or delayed. The first project entertained by his Grace was to regulate, by an Act of the Imperial Parliament, the whole of the department throughout British North America. But the improvement contemplated involved new rates of postage; and it was doubted whether an alteration of the existing rates by imperial legislation would not be an infringement of the rights of the colonists, as declared by the Act of the 18 Geo. 3.\* The intention was abandoned; and it was resolved that the

Changes projected in 1832.

Post-office Bill prepared in England for action of Colonial Legislatures.

\* We may observe that the Imperial Parliament has since, by the 3d & 4th Vict., c. 96, s. 33, conferred on the Lords of the Treasury a power far more extensive than the alteration in question. It is difficult to understand in what way the *reduction* of rates could be considered a violation of the principles of the Declaratory Act. But the Act of the 3d & 4th Vict. confers on the Lords of the Treasury the power to charge such rates of postage as they "by warrant under their hands, shall from time to time direct;" a power which clearly enables them to increase at their pleasure the rates now charged. It may be doubted, also, whether postage ought to be considered a tax within the meaning of the Act 18th Geo. 3d.



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Imperial Act passed  
to authorize its  
enactment by them.

the draft of a Bill should be prepared in England, for the purpose of being presented to the legislature of each of the five provinces, in the hope that it would be adopted by them, without alteration either in principle or any material detail. It was expected, also, that the Act, when passed, would be brought into simultaneous operation in each of the provinces. It having been found, however, that imperial authority was required to enable the provincial legislatures to pass this Bill, a short Act was passed on the 26th March 1834, conditionally repealing the 5th Geo. 3d.

The condition, that of the passing of the Bill, prepared as above stated by each of the colonial legislatures, not having been performed, the repeal did not take effect; the Bill is important, nevertheless, on account of the principles which it recognizes; and we have, therefore, thought it right to subjoin a short abstract of some of its chief provisions. They are as follows:—

Leading features of  
the Bill prepared  
in England.

The Postmaster-general to have the entire control and management of the post-office within all the provinces, and to appoint a Deputy Postmaster-general under him, and other deputies and agents.

New rates of letter postage fixed, eight in number.

No distinct or separate rates to be charged on letters sent from one province to another.

Provincial newspapers to be sent within the British North American provinces for a halfpenny each; newspapers printed out of the provinces to be charged a penny each:

Except newspapers printed in Great Britain or Ireland, and sent thence by post; and also provincial newspapers sent to Great Britain or Ireland by post, which were to be free of postage.

Rates of postage fixed for pamphlets and other printed matter. No provincial charge made on such matter coming from Great Britain or Ireland.

Net proceeds of provincial rates to be divided between the provinces, in the proportion of the gross amounts of postage collected in each. All British and packet postage to be remitted to London.

A power conferred upon the Governor to grant warrants for sums varying in amount; but in no province exceeding 2,000*l.* for one year, to cover any possible deficiency in the post-office revenue.

Members of the legislative councils and assemblies to be allowed, during the sitting of the legislature, to frank ten letters a day, such letters not exceeding one ounce in weight, and to receive as many more free of postage. The Governor for the time being in each province, the Deputy Postmaster-general, and the post-office surveyors, to frank and receive letters without restriction, and certain of the civil departments in each province to have the same privilege for letters on the public service.

The Postmaster-general to be authorized to allow any of the officers of the department the franking privilege, under such restrictions as he might think fit.\*

Letters or packets franked by certain civil or military departments in Great Britain to pass free throughout the provinces.

Entire failure of  
project.

The attempt to induce the several legislatures of British North America to pass this Bill failed signally. In each of the legislatures it was crushed in one or other of the earlier stages, and in no instance was it carried beyond a reference to a select committee. Indeed it is difficult to understand how a different fate could have been expected. The failure of the Bill in any one of the provinces, or even an alteration made by any one of the legislatures in any of its more important details, would be fatal to the whole measure.

The time, too, was unfortunate; the Canadian assemblies, being upon a variety of subjects deeply embroiled with the Government, were not likely to take a favourable notice of the project.

In

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\* This provision appears to be intended to sanction the franking privilege as now enjoyed by the postmasters.

In Lower Canada this Bill appears to have led to the appointment of the select committee, of which Dr. O'Callaghan was chairman. That committee sat for nearly four months during the session 1835-6, and on the 8th March 1836 produced a report, the concluding paragraph of which recommends the re-appointment of the committee in the following session, "with a view to the application of an efficient remedy to the defects in its (the post-office) management and organization," but the Parliament of Lower Canada never again proceeded to business: the first rebellion broke out, the constitution of 1791 was suspended, and the recommendation of the committee was never carried into effect.

Legislative proceedings in Lower Canada in 1835-6.

But not very consistently with their own recommendation, the committee had already prepared a Bill, the object of which was to remodel the post-office in Lower Canada. This Bill, after having passed through the House of Assembly, was rejected by the Legislative Council. It proposed the establishment of a *local* post-office, under the management of an officer, to be appointed by the Governor of Lower Canada; the effect of which would necessarily have been to confine the operation of its provisions, and the authority of the person in charge of the department, to the geographical limits of the province; thus leaving the intercourse with the neighbouring provinces and other countries altogether unprovided for. The course pursued by the Legislative Council in rejecting this Bill, and their opinions on that sent out from England, will be explained by the address to his late Majesty adopted by that body on the 15th March 1836, which we have inserted in the Appendix.

Of all the projects for the improvement of the colonial post-office, which, during that year, had been entertained by his Grace the Postmaster-general, only two were carried into effect—the establishment of the accountant's and surveyor's branches; the operation of each of which will be described hereafter.

The attention of the legislative bodies in Upper Canada was, during these years, frequently turned to the Post-office establishment; several committees were appointed from time to time.

Legislative proceedings in Upper Canada.

The grievance committee of 1835, of which Wm. Lyon M'Kenzie was chairman, and the financial committee of 1836, over which Dr. Charles Duncomb presided, both noticed the matter.

The report of the former characterized the Bill sent out from England in the following terms:—"The form of a law, such as Government would approve, is before the House, but *its provisions are so inapplicable and absurd*, that no benefit could be derived from their enactment. A change for the better must be that which will give the colonists the entire control of this department in Upper Canada."

Of the general state of the department, it observes, "The Post-office department, with about 100 Deputy Postmasters, is under the sole control of the Crown; contracts are made, and all appointments held during its pleasure; the surplus revenue is transmitted to England.

"No detailed accounts of receipts and expenditure have ever been laid before the colonial legislature. The rates of letter postage between the different places in the colony, between this colony and the others, and between Upper Canada and England, are very extravagant. The correspondence with Europe is chiefly carried on *via* New York, which is at once the cheapest and most expeditious route." The report of the latter committee recommends the establishment of a local post-office, differing in no less than 31 particulars (which are all specified in the report) from the Bill which had passed the House of Assembly in Lower Canada, but exposed nevertheless to every objection to which the latter measure was liable, and to some that are not to be found in the Lower Canada Bill. In the year 1837 a joint address from the Legislative Council and Assembly was presented to his Excellency the Lieutenant-governor. In the year 1838 another joint address was adopted, praying that the revenue produced by the post-offices in the colonies should no longer be remitted to England. The latter was referred to the Lords of Her Majesty's Treasury, and by them referred to Lord Durham, on the ground that some general measure was required to carry into effect the prayer of the address.

We regret to state that we are destitute of the means of providing any account, however succinct, of the rise and progress of the Post-office establishment in the lower provinces. We have received from Sir Rupert George, the provincial

Early history of department in lower provinces still less known than in Canada.



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secretary of Nova Scotia, a return of certain legislative proceedings in that province, commencing with the report of a committee of the House of Assembly, dated January the 30th, 1835, and ending with the report of another committee, together with an extract from the Journals of the House of Assembly, both dated March 1840. But we have no documents to enable us to prepare a statement of the rise and progress of the department in the lower provinces, except the occasional mention of the number of post-offices from time to time existing there in the documents already quoted relative to the condition of the department in Canada.

Provincial grants in aid of Post-office early resorted to in Nova Scotia and New Brunswick.

Abandoned in Nova Scotia in 1839.

Legislative proceedings in Nova Scotia from 1838 to 1840.

In the lower provinces a practice has long existed of aiding the Post-office establishment by provincial grants; the money so granted being, in Nova Scotia, paid to the head of the department to be expended in specified services; and, in New Brunswick, being paid directly to the individuals, such as couriers and others, by whom the services are performed. This practice led to frequent complaints by the House of Assembly of Nova Scotia, in consequence of which it was abandoned, as will be presently stated, in the year 1839; and the services to which the grants were applied are now borne upon the regular establishment, and defrayed out of the revenue theretofore remitted to England as surplus. Our information as to the state of the department in New Brunswick is very limited, but we are enabled to state that a surplus (the amount of which we cannot ascertain) was annually remitted to England, notwithstanding that the legislature was called upon to vote yearly grants for the maintenance of the post-office. Those grants still continue, and we observe that the amount of the sums voted annually seems to be increasing rather than diminishing.

In 1838 an Act was passed by the legislature of Nova Scotia, the object of which was to assume, on behalf of the province, the whole of the internal postage and the control of the department within its limits, a measure which, for obvious reasons, was disallowed by Her Majesty's Government.

In the year 1839, Messrs. Young & Huntington having been sent as delegates from the House of Assembly of Nova Scotia, represented to the Imperial Government the views of that body on the questions under discussion between the legislature and the Post-office department in England. In reply to the representations of those gentlemen, the Lords of the Treasury expressed themselves of opinion, that "so long as the revenue derived from the internal postage should be sufficient to meet the expenditure for the internal communications, no demand for this object should be made upon provincial funds;" and, in conformity with those views, suggested to Lord Normanby, "that the Lieutenant-governor of Nova Scotia may be instructed to inform the legislature that no vote will be required for maintaining the present lines of post-office communication, so long as the post-office receipts continue, as they would now appear to be, adequate to meet the expenditure; but that, should the legislature deem it advisable that the lines of communication should be increased, my Lords will in that case rely upon provision being made by the House of Assembly for defraying any expense of such additional communication that may not be covered by increased postage." The despatch of Lord John Russell, covering the letter from which the above extract is taken, expresses a hope that some joint action of the provinces might, ere long, be obtained, so as to enable the Government to place the post-office in those colonies on a new and satisfactory footing, and adds, that this subject had been pressed by his Lordship on the attention of his Excellency the late Governor-general.

A committee appointed in 1840 reported three resolutions, which were adopted by the House, approving unreservedly of the proposals and suggestions contained in the Treasury letter and his Lordship's despatch.

Present condition of the department within Quebec charge.

The charge of the Deputy Postmaster-general at Quebec extends, as already stated, over the united province of Canada, and a small portion of New Brunswick; the post-offices at Campbellton on the Ristigouche, and Grand Falls and Woodstock on the St. John, falling under his control, and the mail service on the line of the St. John, as far as Fredericton, being contracted for by him.\* He holds his appointment direct from the head of the department in England. His powers

\* The first of these three offices is merely a link in the chain of communication between Quebec and the remote district of Gaspé. The other two being the only offices in the county of Carleton, the whole of that county may be taken as comprised within the Quebec charge.

# INTO THE STATE OF THE CANADIAN POST OFFICE. 11

powers within the limits of his charge are almost unbounded, and his patronage extends, subject however in most cases to the approval of the Postmaster-general, over every office in the department, with the exception of the accountant branch recently established at Quebec. He appoints all the postmasters, of whom there were on 5th July 1840, no less than 405 under his charge, a number which has reached its present amount by a very rapid increase, and is likely to increase still more rapidly hereafter.

Deputy Postmaster-general's tenure of office and powers.

He appoints the surveyors, of whom there are at present two, but the number must necessarily be increased.

He appoints all the clerks in his own office, the clerks and letter-carriers in the post-offices at Quebec and Montreal, and the office-keeper at Quebec. The names of all clerks and assistants in the other offices must be reported to him; and he has the power, in the words of his commission, "to discharge or suspend such deputy or deputies employed or to be employed in the management of any post-office, &c., who shall, in the opinion of the said T. A. Stayner, be found guilty of neglect, mismanagement, or breach of duty in the office or offices committed to his or their care or charge, from the further execution of his or their respective trusts, as also to nominate and appoint such other person or persons in his or their stead as he shall think proper, until the Postmaster-general's pleasure be made known." The power to erect new post-offices, subject to his reporting to the Postmaster-general, is conferred upon him by his instructions, and, by implication, the correlative power of closing offices at his discretion. All contracts and agreements are made by him, and these, according to the form of the instrument in common use, may be varied or annulled at his pleasure. Under those contracts he also levies fines and penalties on the contractors for any breach of duty or agreement, of which he is the sole judge. All general rules and orders for the government of persons employed in the department are issued by him.

His chief duties, as detailed in the instructions, are to report to the general post-office by every opportunity, all important transactions and remarkable occurrences; implicitly to obey all orders emanating from the head of his department; to see that within his charge the post-office laws are carried into full effect; to collect the revenues of the department, and remit, at least once a quarter, through the Commissariat, all balances as they accrue: for the collection, safe custody, and faithful remittance of the revenue he is held personally liable in a bond to the Crown, with sureties, who are jointly and severally liable with him for the sum of 4,000 *l.*, under an agreement originally made many years ago between Mr. Heriot, then Deputy Postmaster-general of Canada, on the one hand, and the general post-office at Washington on the other; he is also the agent of that department, and collector of United States' postage.

His duties.

The emoluments of the Deputy Postmaster-general of Canada are as follows: he receives a salary of 500 *l.* sterling per annum; an allowance of 30 *l.* sterling a year for stationery; the sum derived from the postage of newspapers, which is his perquisite, was for the year ending 5th July 1840, 2,635 *l.* 8 *s.* currency (about 2,196 *l.* 3 *s.* 4 *d.* sterling); and that derived from his agency for the post-office establishment of the United States amounted in the same year to 603 *l.* 10 *s.* 10 *d.* currency (about 502 *l.* 19 *s.* sterling). Another source of emolument which existed during the greater part of the years 1839 and 1840, was the allowance of five per cent. on the freight money, or ship postage, collected by him on behalf of the proprietors of the New York steam and sailing packets; the amount of which for the year ending in July 1840, was 125 *l.* 6 *s.* 10 *d.* currency (104 *l.* 9 *s.* sterling); but the collection of this money having been since prohibited by the Postmaster-general, this per centage no longer forms a part of Mr. Stayner's emoluments. The circumstances under which the Deputy Postmaster-general has enjoyed these large perquisites, the manner in which his newspaper postage is collected, and the nature of his employment as agent for the United States' post-office, will be more appropriately described hereafter. The total amount of his official income from all sources, for the three years ended in July 1840, was 11,358 *l.* 18 *s.* 1 *d.* currency. For the last year of the three it reached the sum of 3,994 *l.* 3 *s.* 4 *d.* currency.

His emoluments.

The general establishment of the department in Canada is divided into three branches: the Deputy Postmaster-general's immediate office, and those of the surveyors and accountant.

General establishment.

In the first of these the correspondence is conducted, the revenue received, and

Deputy Postmaster-general's office.



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and the general superintendence of the department carried on. The establishment consists of—

A chief clerk	- - - -	at 200 l. sterling a year.
First clerk	- - - -	at 150 l.     "     "
Second clerk	- - - -	at 100 l.     "     "
Office-keeper and messenger		at 52 l.     "     "

Surveyors;  
their duties,

The duties of the surveyors are nearly the same with those of the post-office surveyors in England; these gentlemen are employed as travelling inspectors, to superintend, examine and report upon the manner in which the postmasters, contractors and mail-carriers execute their tasks, and to assist those persons with advice and instruction in the performance of their respective duties; to ascertain by personal inspection the merits of applications for new post routes and offices, and to make the necessary preparations for such establishments, in all cases where the application shall have been acceded to; to report upon and carry into effect improvements in established lines; to investigate complaints of misconduct; to search for missing letters; to investigate the circumstances attending mail and post-office robberies, and to aid the Deputy Postmaster-general in any manner he may require in the general administration of the department.

The surveyors were first appointed in the year 1835. The charge of the one extends over all the country east of Kingston (Kingston included), and that of the other over the rest of what was formerly the province of Upper Canada. The eastern charge stretches westward over a line of 886 miles, and, including the lateral routes, over 3,400 miles of mail road.

and emoluments.

The western reaches from east to west over 446 miles, and, including lateral routes, over 2,250 miles. The surveyors receive a fixed salary of 150 l. sterling, with an allowance of a guinea a day while engaged in the duties of their situation, and mileage at the rate of 6 d. a mile.

Their gross receipts for the three years ending 5th July 1840, amounted to somewhat less than 500 l. currency each a year.

The Upper Canada surveyor was last year provisionally allowed a clerk at 100 l. currency a year, but subject to our report on the necessity for this assistance,—a question which has been referred to us by his Lordship the late Postmaster-general.

Account branch;  
emoluments of  
Accountant, &c.

His duties.

The Account-office is composed of an accountant and two clerks, appointed directly by the Postmaster-general in the year 1834. The salary of the accountant is 300 l. sterling, and those of the clerks 150 l. and 100 l. sterling respectively. There are no fees, perquisites or privileges of any kind attached to these appointments. The duty consists in examining, checking and compiling the accounts of the department. The accountant makes up the general abstracts, which, after being signed by himself and the Deputy Postmaster-general, are transmitted to London. He is required to take upon himself the charge of the accounts for all the provinces, including Nova Scotia, New Brunswick and Prince Edward's Island, and he is particularly directed to establish an efficient check upon the Deputy Postmaster-general. But although the head of the department in England has very properly retained as his own patronage the appointment of an officer charged with these peculiar functions, it appears, nevertheless, from his instructions that the accountant is bound generally to receive orders from and obey the directions of the Deputy Postmaster-general at Quebec.

Postmasters.

The appointment of postmasters rests with the Deputy Postmaster-general, and that officer, however he may call for the advice of the surveyors, or rely upon the recommendation of other parties, acts always upon his own responsibility.

Postmaster's oath,  
&c.

Assistants.

Every postmaster on his appointment is required to take the post-office oath, and to enter into a bond, with such sureties and under such penalty as the Deputy Postmaster-general may direct. He may delegate (except in the case of the two offices where the Deputy Postmaster-general names the assistants) any portion of the ordinary duty of the office to assistants, reporting their names to the head of the department, and causing them to take the post-office oath.

It is generally required, however, that the accounts rendered by the postmaster should bear his own signature.

Any

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Any postmaster, if he pleases, can establish sub-offices for the convenience of his neighbourhood; the persons in charge acting as his agents, and receiving such remuneration as may be agreed upon.

Sub-post offices.

The department is not a party to these arrangements, and therefore we cannot say how many sub-offices are at present in operation, but the number is small.

The detail of a Canadian post-office may be learnt by a perusal of the standing instructions and circular orders of the Deputy Postmaster-general, and the several returns and tables bearing on the subject inserted in the Appendix. A general outline, showing simply the points in regard to which these duties differ more or less from those of a postmaster at home, is all that need be attempted here.

Postmaster's duties.

There is, unfortunately, in Canada nothing like the regularity in the arrival and despatch of the mails which distinguishes the English system. And without intending to deny that the system is susceptible of great improvement, we think it must be admitted that the wretched state of the roads in almost all parts of the country; the extreme vicissitudes of the climate, demanding as they do an entire change in the mode of transporting the mails at different seasons; the long distances to be travelled, and the necessity, from the small amount of correspondence carried through the post, for practising severe economy in making contracts, render a near approach to the regularity of the English post-office, for the present, at least, unattainable. As the case now stands, mails which, when the travelling is good, may arrive at an office at noon or earlier, are, not unfrequently, when the roads are bad, waited for till midnight or beyond it. Offices are, of course, variously affected by this irregularity; but the duties at all are increased by it more or less.

Wherein materially different from those of a postmaster in England. Irregular arrival of mails in Canada.

A second disadvantage arises from the want of guards\* to take charge of the mails on the leading lines of communication; in consequence of which the postmaster has himself, in all cases, to take charge of the bags on their arrival, to pick out from their contents the packages for his office, to enclose his own packages, and, when time-bills are sent with the mail, to note upon them the hour of its arrival and departure.

Want of guards.

Another defect, and one which causes great delay, arises from the fact that the forward post system has never been introduced in Canada. Every postmaster, when making up a mail, is therefore obliged, upon rating and post-marking the letters he may have to send, to put them up in as many different parcels as there may happen to be post-offices addressed.†

Want of forward system.

A letter, for example, posted anywhere on the western frontier for a place east of Montreal, instead of being simply enclosed to the forwarding office in that direction, along with all the other letters addressed to the eastward of such office, must be at once made up in a special mail for the distant place, though it be perhaps the only letter so addressed. Thus, the despatch of what is called a single mail (as in England it would almost be, in fact,) is really the despatch of several mails, and at the larger offices often of a formidable number. Within each of these parcels or mails‡ there is sent a letter-bill, stating the amount of postage paid and due thereon; and the items of every letter-bill must be twice entered by the sending postmaster; first, upon the books which he is required to keep in a specified form as an office record, and afterwards upon the monthly sheets, which he has to transmit every quarter to the Deputy Postmaster-general.

The routine of duty is the same on the receipt of a mail. The packets addressed to any given place are loose in the mail-bag, and its whole contents (100 or more packages in many cases) must be examined at each office. The letter-bill in each packet, which the postmaster takes out, must be compared with the letters, its correctness verified by his initials, and any errors he may find particularly noted; a double entry of its items must then be made, first on his

\* A "conductor" or guard is sent with the steam-boat mail between Quebec and Montreal, but this is the only mail for which this precaution is taken.

† The only exception to this rule occurs in the case of letters passing from an office eastward to one westward of Quebec, or *vice versa*. All such letters are first mailed on Quebec as a forward office, and there remailed.

‡ When the letters in a package are few, they are merely enclosed in a sealed paper wrapper; where the number ordinarily sent is considerable, canvas bags, furnished by the department, are in use. They are also used at all the small offices east of Quebec, in their exchange of mails with that office.



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his books, and then on his monthly sheets, to be sent to the Deputy Postmaster-general; and the bills themselves must be numbered and filed for transmission with the monthly sheets.

To a limited extent, the labour thus imposed on postmasters is lessened, on the leading routes, by a more or less complete separation of the mail into two portions, only one of which the majority of postmasters have occasion to overhaul. On the main route from east to west, this has been effected by breaking up the line into the seven following divisions:—

1. Eastward of Quebec to Fredericton, New Brunswick.
2. From Quebec to Montreal.
3. From Montreal to Kingston.
4. From Kingston to Toronto.
5. From Toronto to Hamilton.
6. From Hamilton to London.
7. From London to Amherstburg.

The mails on each section are carried in two portmanteaus; those for or from the intermediate offices (all offices on the lateral routes included) being placed in one, which is called the way-bag, and all others in the other or grand mail bag. The latter is secured by a lock, for which none but the postmasters at the chief offices have a key. A similar arrangement is made in the transport of the American mail between Toronto and Queenston, and between Montreal and St. John's or Highgate, on the American border.

In a modified form, the system is acted upon in a few other cases.

Two other practices remain to be mentioned, which contribute further to the complexity of the duties of a postmaster in Canada: that of allowing newspapers and other printed matter to pass in the mail for the pecuniary benefit of the Deputy Postmaster-general; and the mode in which American postage on letters and papers for or from the United States is collected and accounted for. These require some explanation.

Collection of newspaper money separate from letter postage.

Prepayment having always been required by the Deputy Postmaster-general for printed matter, and by far the greater part of it being necessarily mailed at the principal towns, in which alone newspapers are published, most postmasters collect for him only on the few occasional papers which may happen to be posted at their offices, and upon the somewhat larger number which come in from the United States, charged always with the American, and generally with the provincial postage.

The great majority, however, collect some amount, larger or smaller, of newspaper money, and all who do, have to account for the same to the Deputy Postmaster-general separately from letter postage, in such manner as he may prescribe. All newspapers, &c. sent by mail are enclosed in the same general mail-bag with the letters, but not in the same packages; they are generally thrown loose into the bag in packages or single, as they happen to be posted. No mail-bills accompany them, and no entry is made of their receipt.

Collection of United States' postage.

The collection and remittance of American postage on letters, &c., for or from the United States is effected under a private agreement, in pursuance of which certain provincial post-offices, appointed by mutual agreement between the two departments, exchange mails direct with the United States, and are charged with the collection of American postage. There are at present 11 of these offices,\* viz., Sandwich, Queenston, Niagara, Toronto (in summer only), Kingston, Brockville, Prescott, Montreal, Stanstead, Quebec and Woodstock, New Brunswick; of these, the offices at Niagara, Toronto and Brockville receive mails only for their own towns respectively, the others for distribution and transmission into the interior. The Kingston office is the only one that accounts directly to the general post-office at Washington; the rest account through the Deputy Postmaster-general.

\* There are also some two or three other frontier postmasters, who collect American postage on letters for their own immediate neighbourhood, under a private agreement with the nearest American postmaster, and as his agents.

Postmaster-general. The offices in the interior have to keep separate accounts for American postage with every exchanging office which may happen to have forwarded to them any thing with such postage due upon it, or to have received from them any thing on which the American charge is prepaid.

These accounts must be kept, and the remittances made in the manner from time to time prescribed by the Deputy Postmaster-general or the exchanging postmasters. The great majority of postmasters have of course to keep such accounts, and most of them with more than one exchanging office. The accounts kept by the exchanging postmasters are of course numerous, though generally for very trifling sums.

On the other hand, the number of mails exchanged at most offices in Canada is much less than in England. Of the whole number of offices in the Quebec charge, nearly one-fourth (96 out of 412) receive and despatch the mail but once a week; four have a mail once a fortnight, and 96 have two mails a week. Branch mails for offices on side routes are made up at 107 offices, but few of these again have that duty to perform more than once a week. There is in these respects a marked difference between offices on the main and side routes. Of 91 offices\* on the main route there are 51 at which mails are received and despatched more than six times a week; 28 at which they are received and despatched six times a week, and 12 where they are less frequent.

Small number of mails exchanged at most offices;

Forty of the 91 make up branch mails. But on the 321 offices on other routes there are only 15 which have more than six mails a week, and 19 more that have so many as six; 67 of the 321 have to make up branch mails. The proportion also of offices at which mails are usually exchanged at night is much greater on the main route than elsewhere, there being of the former class 40, and of the latter only 12.

The number of letters and newspapers delivered at most offices is trifling. In 142 offices out of the 405, which in the year ending in July 1840 remitted to Quebec, the amount of the year's postage fell short of 30 *l.*; 69 of these collected less than 10 *l.*, and 99 between 10 *l.* and 20 *l.*; only 47 offices collected more than 100 *l.* A return now before us shows the average rate of postage on a single letter to be a small fraction over 8½ *d.* currency. Supposing, then, the number of paid letters received at an office to be about equal, as it generally is, to the number of paid letters sent from it, the collection of 100 *l.* in a year indicates the delivery of letters and packets charged with about 2,800 single rates of postage, or not quite 54 rates a week. The number of free letters addressed to other parties than the postmaster is not great, and perhaps hardly balances the number of letters on which more than one rate is charged.† Another return shows that the number of newspapers sent yearly by post is less than that of the letters, so that it may be asserted that in the year ending in July 1840, there were not in Canada 50 post-offices where the average weekly delivery amounted to 54 letters, and as many newspapers, while at no less than 242 it fell short of 16 letters and 16 newspapers; at nearly 70 of these it was not a third of that number.

And few letters, &c. delivered.

Except at a few of the chief post towns, there is no delivery of letters or papers away from the office; and as the 24th article of their instructions relieves postmasters at "country offices" from the obligation of keeping regular office hours, it is to be presumed that they keep just such hours as they find most convenient to themselves. At the "principal offices" fixed hours are laid down in the instructions, subject, however, to modification by the head of the department. By the 25th and 26th articles it is required that "whenever it can be done, the office be kept in a separate room, and that no bar or public room in a tavern be so used." In a very large proportion of cases the former of these regulations is inoperative, and the latter, there is reason to believe, is frequently evaded. A partial system of registering money-letters has been for some time in operation in Canada. Postmasters are directed to enter specially in the letter-bill, at the time of mailing, all letters said or supposed to contain money; and it

In country no delivery except at office.

Often no fixed hours.

Often no separate room used as an office.

Registry of money letters.

\* This number includes the line of offices from Hamilton to Queenston and Niagara, as well as that from Hamilton to Amherstburg.

† From data, which will be more fully explained hereafter, it appears that the whole number of free letters (those on the service of the department not included) is about one-thirteenth of the number of charged letters. The majority of these are addressed to postmasters. The delivery of free letters is, of course, less troublesome to the postmasters than that of charged letters.



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it is the duty of the receiving postmaster to separate the letters so entered from the other contents of the mail-bag, and to take a receipt for them on delivery.

Unclaimed and  
dead letters.

All unclaimed letters in the hands of a postmaster which may have lain in his office three months, and been advertised by means of a list posted on the office door or some other public place for six weeks of that time, he is to consider dead-letters, and is to forward them to Quebec quarterly along with his accounts: if originally mailed in Great Britain, they are sent from Quebec to the dead-letter office, London, to be there opened: if mailed in any of the North American provinces, they are opened in the accountant's office at Quebec by a sworn clerk, and returned (where practicable) to the writers for payment of postage: if mailed in the United States, they are also opened in the same way, and should they contain money or other valuables, they are then transmitted to the general post-office at Washington.

Refused letters.

Refused letters are forwarded to Quebec monthly, and there dealt with in like manner.

Letters for United  
States not paid to  
line.

Letters addressed to persons in the United States are also sent to Quebec, if mailed without payment of the postage chargeable on them to the lines; for the American post-office, under the existing arrangement, does not collect British postage. All postmasters are required to forward such letters to the Deputy Postmaster-general by the first mail, that he may, if possible, return them to the writers.

Postmaster's ac-  
counts and remit-  
tances.

Of the form in which a postmaster is required to keep his accounts with the general post-office at Quebec, and the manner of making remittances, it is for the present enough to say, that all postmasters are bound to forward their accounts, and to remit whatever balances may be due, within 25 days after the close of each quarter; and that the accounts and remittances of newspaper money are sent in at the same period. Postmasters in the interior are required to remit their United States' postage to the several exchanging offices within 10 days after the close of each American quarter.\* In practice, however, a large proportion of postmasters usually take more than this time. The exchanging postmasters are allowed by the American department a somewhat indefinite term, within which to have their accounts prepared and transmitted to Washington.

Tenor of post-  
master's bond.

The postmaster's bond is conditioned for the faithful discharge of all his duties, and binds him and his sureties to indemnify the Deputy Postmaster-general for all loss that may occur through his means; to give him three months' notice, commencing from a quarter-day, of his intention to resign; and upon his removal from office or resignation, quietly to surrender up the office, and all papers, instruments, &c. &c., belonging to it. It should be added, that his bond to the Crown is held to be sufficient to enforce the payment, as well of the United States' postage and the newspaper money, as of the British and provincial postage he may collect. United States' postage is not, strictly speaking, paid to the Deputy Postmaster-general; but by an order issued by Mr. Stayner the 28th December 1839, postmasters are informed that its payment will be enforced under the same penalties as that of other monies.

General rule as to  
emoluments of  
postmasters.

The general rule as regards the emoluments of postmasters and their expenses of office, may be thus stated: from the revenue of the department, they receive quarterly an allowance of 20 per cent. on the amount of letter postage (British and provincial) collected by them, and in most cases a further allowance for stationery, amounting usually to about 6*d.* in the pound, or two and a half per cent. more on such collections: from the Deputy Postmaster-general they receive (the postmasters at Quebec, Montreal, Kingston and Toronto excepted)† 20 per cent. on the newspaper money they collect for him, which in most instances, however, is but a trifling sum. For the collection of United States' postage, those in the interior are allowed to charge 10 per cent. commission in their

\* The American quarters end on the 31st March, 30th June, 30th September and 31st December. The provincial, on the 5th April, July, October and January.

† The greater part of the income which the Deputy Postmaster-general derives from this source is collected at these four offices. At Quebec, it is collected by the Deputy Postmaster-general himself; at Montreal, by a clerk, in part paid by him; and at Kingston and Toronto, by the postmasters, for a commission of 10 per cent.

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their accounts with the exchanging offices, and the Deputy Postmaster-general and postmasters at the exchanging offices share between them, as will be explained presently, the remainder of the commission allowed for its collection by the United States. Postmasters derive some further emolument (the amount of which does not appear from the returns except in one or two cases, but which we believe to be generally very trifling), from a charge of varying amount on letters taken by them after the hour for closing a mail, and another of 1*d.* currency on letters posted at their own office for delivery there.\* They enjoy the privilege of franking letters or packets under half an ounce, and of receiving letters and newspapers free of postage without stint as to number. The books and blank forms required for office use are furnished by the department; and postmasters are allowed to advertise unclaimed letters in any newspaper published in their neighbourhood at 1*d.* currency for three insertions of each name, sending in their accounts for payment to the department. For clerk hire, office rent, fuel and other contingent expenses, they have no allowance except at the four principal offices.

The establishments at the four principal towns are as follows :

Quebec.—The postmaster is styled First Clerk in the Sorting Office, and for the year ending 5th July 1840 his emoluments were—

Establishments at Quebec.

	£.	s.	d.	
A fixed salary from department - - -	360	-	-	currency.
Rent of boxes in post-office - - -	46	2	6	„
Commission paid by Public Departments, and by individuals, for keeping accounts with them - - - - -	120	10	6	„
Fees on late letters - - - - -	1	5	-	„
TOTAL - - -	£. 527	18	-	„

besides the franking privilege, which he values however at only 4*l.* 2*s.* currency per annum. The removal of the seat of government from Quebec has materially reduced the amount of his commission for keeping public accounts. No part of the expenses of the office is borne by the postmaster. The rent of his office, which is in the same building with those of the Deputy Postmaster-general and the accountant, and all the contingent expenses, are paid by the department; the postmaster is allowed three clerks and two letter-carriers, who are appointed by the Deputy Postmaster-general, and paid as follows :

NAMES, &c.	Fixed Salary paid by Department.	Emoluments from Fees on late Letters.	Emoluments from Fee of 1 <i>d.</i> each on delivery of Letters.	TOTAL.
	Currency.	Currency.	Currency.	Currency.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
D. Logie, styled 2d Clerk in Sorting Office - - -	144 - -	1 5 -	- - -	145 5 -
A. Henderson, 3d ditto - -	108 - -	1 5 -	- - -	109 5 -
D. M. Wright, 4th ditto - -	100 16 -†	- - -	- - -	100 16 -
J. Watts, 1st Letter-carrier -	72 - -	- - -	75 14 5	147 14 5
R. Patton, 2d ditto - - -	62 8 -	- - -	37 17 2	100 5 2

Montreal.

\* We are not aware that these letters are sent out for delivery except at the four principal offices, where alone salaried letter-carriers are provided by the department, and at Three Rivers. At Quebec, Montreal and Kingston, the postmaster derives no pecuniary advantage from them. At Kingston, they are delivered at the office window without charge. They are charged, on account of the department, at Quebec, 2*d.* each; and at Montreal, 1*d.* At Toronto the 1*d.* is a perquisite of the postmaster, as at the minor offices. The letter-carriers at Quebec are not allowed to charge the penny perquisite on this class of letters when sent out by them; at the other offices they are.

† To be advanced after five years' service to 132*l.* currency.



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*Montreal.*

*Montreal.*—The postmaster's emoluments are—

	£.	s.	d.	
Fixed salary from department - - -	360	-	-	currency.
Rent of boxes in office in year 1839-40 - -	75	-	-	"
Commission on public and private accounts (in 1839-40) - - - - -	230	-	-	"
TOTAL - - -	665	-	-	"

together with the franking privilege, the actual value of which he estimates at 10 *l.* currency, but which he would be unwilling to surrender for 25 *l.* currency a year. The removal of the seat of government from Montreal will considerably reduce his commission for keeping public accounts.

The present arrangement of the Montreal establishment dates only from last spring. Before that time the postmaster appointed his own clerks, and paid the greater part of their salaries himself. He had then several other sources of emolument, but his net income was perhaps never greater than it is now. It is only since the year 1838-39 that his commission on public accounts has been considerable.

The rent of the office, 50*l.*, is paid by the department, as are also the contingent expenses to an amount not exceeding 110 *l.* currency a year, the postmaster being required to produce vouchers for every item, and to defray any excess himself.

There are at present on the establishment four clerks and two letter-carriers, appointed by the Deputy Postmaster-general, and an office-keeper, appointed by the postmaster; they are paid as follows :

NAMES.	Fixed Salary paid by Department.			Fixed Salary paid by Deputy Postmaster-general.			Fixed Salary paid by Postmaster from his Contingency Allowance.			Emolument from Fee of 1 <i>d.</i> each on delivery of Letters.			TOTAL.		
	Currency.			Currency.			Currency.			Currency.			Currency.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
H. A. Wicksteed, 1st Clerk - - -	100	-	-	100	-	-	-	-	-	-	-	-	200	-	-
W. Gillespie, 2d ditto -	140	-	-	-	-	-	-	-	-	-	-	-	140	-	-
P. W. Cooper, 3d ditto	140	-	-	-	-	-	-	-	-	-	-	-	140	-	-
— O'Neill, 4th ditto -	80	-	-	-	-	-	-	-	-	-	-	-	80	-	-
— Huddell, 1st Letter-carrier - - -	60	-	-	-	-	-	-	-	-	65	-	-	125	-	-
— Lyons, 2d ditto -	60	-	-	-	-	-	-	-	-	65	-	-	125	-	-
Porter and Messenger, with Lodgings -	-	-	-	-	-	-	?	-	-	-	-	-	?	-	-

*Kingston.*

*Kingston.*—The postmaster at this place appoints and pays his own clerks, and defrays all other expenses (except letter-carriers' wages) out of his allowances. These for the year ending in July 1840 were—

From the department :	£.	s.	d.	
A fixed salary of - - - - -	154	10	-	currency.
Allowance for stationery - - - - -	25	-	-	"
Ditto for clerk-hire - - - - -	60	-	-	"

From other sources :				
Commission of 10 per cent. on collection of newspaper money - - - - -	9	19	5	"
Commission on United States' postage - -	304	3	10	"
Ditto on freight money (since abolished) -	22	8	3	"
Rent of boxes in office - - - - -	10	15	-	"
Commission on public accounts - - - - -	2	1	7	"
TOTAL - - -	£. 588	18	1	"

From

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From which sum, according to his return on the subject, the following items of expense are to be deducted :

Salary of two clerks—			£.	s.	d.	
A senior, at	-	-	60	-	-	
A junior, at	-	-	30	-	-	
						90 - - currency.
Office rent	-	-	-	-	30	- - "
Stationery *	-	-	-	-	25	- - "
Light and fuel	-	-	-	-	15	- - "
TOTAL			-	-	£. 160	- - "

Leaving him a net income of 428 *l.* 18 *s.* 1 *d.* currency for the year 1839-40, besides his franking privilege, which he values at 10 *l.* currency a year. His emoluments from American postage he states to be falling off. The removal to Kingston of the seat of government promises, on the other hand, to increase his commission on public accounts to an extent much exceeding that loss.

The establishment at Kingston consists of the two clerks above-mentioned and one letter-carrier, appointed, as the clerks are, by the postmaster; the latter receives a salary of 30 *l.* currency from the department. The value of his perquisite of 1 *d.* on each letter delivered by him is stated by the postmaster at about 60 *l.* currency a year.

*Toronto.*—This office is in most respects on the same footing with that of *Toronto*. Kingston. The postmaster returns his gross emoluments for the year ending 5th July 1840, as follows:—

From the department :			£.	s.	d.	
A fixed salary of -	-	-	237	13	10	currency*
Allowance for stationery	-	-	30	-	-	"
Ditto for two clerks	-	-	115	-	-	"
From other sources :						
Commission of 10 per cent. on collection of newspaper money	-	-	72	1	7	"
Commission on United States' postage	-	-	152	10	4½	"
Gain on conversion of United States into provincial currency	-	-	45	-	-†	"
Commission on freight money (since abolished)	-	-	14	4	9	"
Rent of boxes in office	-	-	50	-	-	"
Commission on public and private accounts	-	-	316	7	10	"
Penny post letters ‡	-	-	46	12	7	"
Charge on late letters	-	-	13	4	1	"
TOTAL			-	-	£. 1,093	5 -½ "

From which are to be deducted the following expenses incurred during the same year :—

Salary

\* This item of expense is not returned by the postmaster, but it is to be presumed that it must have cost him about as much as he is allowed for it.

† This source of profit is returned only by the postmaster at Toronto. Though overlooked, it must form a considerable additional item in the emoluments of several other postmasters.

‡ The only known case of any considerable revenue to a postmaster from this source.—*Vide sup.* p. 17. 721.



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Salary of three clerks—				£.	s.	d.	£.	s.	d.
Two at 80 l.	-	-	-	-	160	-	-	-	-
One at 60 l.	-	-	-	-	60	-	-	-	-
							220	-	- currency.
Office rent	-	-	-	-	-	-	65	-	- "
Stationery	-	-	-	-	-	-	30	-	- "
Light and fuel	-	-	-	-	-	-	19	-	- "
Miscellaneous	-	-	-	-	-	-	11	11	6 "
TOTAL				-	-	- £.	345	11	6 "

Leaving him a net income of 747*l.* 13*s.* 6½*d.*, besides his franking privilege, which he values at 30*l.* a year.

A material increase (from circumstances which will be presently stated) has recently taken place in the amount of his commission on United States' postage, which he now values at not less than 250*l.* a year. But on the other hand, he has been obliged to raise the salary of his first assistant to 100*l.*; and the removal of the seat of government for the Upper Province will greatly reduce the amount of his commission on public accounts.

The establishment at Toronto consists of the three clerks above-mentioned, and one letter-carrier, who receives 30*l.* currency a year from the department, and the usual perquisite of 1*d.* on each letter he delivers, the value of which the postmaster states at about 45*l.* currency a year. They are all appointed by the postmaster.

Since the above statement was made to us, the postmaster at Toronto has been appointed post-office surveyor to fill the vacancy occasioned by the removal of Mr. Porteous on the 6th January in the present year to the postmastership of Montreal. We shall hereafter be called upon to express an opinion on this appointment, and shall, therefore, content ourselves for the present with stating that the income derived from it by Mr. Berczy is limited to the salary of 150*l.* sterling a year. It is manifestly impossible that a person filling the important situation of postmaster at Toronto, whose presence is continually required there, and who is amply remunerated for his services, can discharge any of those travelling duties from which the greater part of the income of a surveyor is derived in mileage and other travelling allowances. The proper time for discussing the peculiar circumstances of this case will be when we come to treat of the amount of patronage confided to the hands of the Deputy Postmaster-general, and the propriety of its being so vested; but we cannot, in noticing this addition of 150*l.* sterling a year to the income of Mr. Berczy, omit, even for the present, to express our conviction that he cannot possibly, in the capacity of surveyor, afford any services to the public sufficient to justify the bestowal upon him of an office, the duties of which are so obviously incompatible with those of the postmastership of Toronto.\*

Besides the four principal offices, there are 14 others at which a fixed salary (exceeding the amount they would receive were they paid as other post-masters are) is paid to the postmasters in lieu of commission on provincial letter postage; these salaries are as follows :—

Three Rivers	-	-	-	-	-	£. 90	currency.
Queenston	-	-	-	-	-	50	"
Berthier	-	-	-	-	-	40	"
Laprairie	-	-	-	-	-	40	"
Stanstead	-	-	-	-	-	40	"
Woodstock, N. B.	-	-	-	-	-	40	"
Carleton	-	-	-	-	-	30	"
Lachine	-	-	-	-	-	25	"
Chatham, L. C.	-	-	-	-	-	16	"
L'Assomption	-	-	-	-	-	15	"
Henryville	-	-	-	-	-	12	"
Chateauguay	-	-	-	-	-	8	"
St. Ours	-	-	-	-	-	8	"
Repentigny	-	-	-	-	-	5	"

These

Other exception to rule in regard to commission on letter postage.

\* This appointment has since been cancelled.

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These salaries are in lieu of commission on letter postage; but the postmasters receive their commission on United States' postage and newspaper money in addition to the above amounts.

The postmasters at the following offices receive an extra allowance, in consideration of their having a more than usual amount of duty to perform.

Brighton	-	-	-	-	-	-	£. 25	currency.
Cobourg	-	-	-	-	-	-	25	"
Cornwall	-	-	-	-	-	-	25	"
Hamilton	-	-	-	-	-	-	20	"
Prescott	-	-	-	-	-	-	20	"
William Henry	-	-	-	-	-	-	20	"
Franktown	-	-	-	-	-	-	12	"

The postmaster at Kamowraska is allowed, on similar grounds, a commission on his postage of 30 instead of 20 per cent.

The department at Washington makes to all postmasters who exchange mails with the United States the same allowance as to its own postmasters; viz.—

30	per cent.	on the first \$ 100	of letter postage in the quarter,
25	"	next 300	
20	"	next 1,600	
8	"	all above 2,000	in any quarter,

Payment for collection of United States' postage, how made and divided between the Deputy Postmaster-general and other officers of the department.

and 50 per cent. on all newspaper postage; out of which they allow 10 per cent. to the postmasters in the interior, who account to them. The Kingston office enjoys a special privilege, being allowed "three cents on each letter sent into the United States."

The Deputy Postmaster-general is responsible to the American post-office for the punctual remittance of all American postage, except that collected through the Kingston office. The balance of commission accruing at the Quebec and Montreal offices forms his share of remuneration; and each of the other eight postmasters, who account through him, keeps the net allowance of his own office for himself. In the year ending 5th July 1840 the division of the monies allowed by the American post-office was as follows:—

The Deputy Postmaster-general received from the post-office at Montreal (Quebec was made an exchanging office in July 1840, and he now receives consequently from both places)	£.	s.	d.	£.	s.	d.
			Currency.			
	0	10	9*			
The postmasters at the other exchanging offices received the following sums:						
Sandwich	13	17	6			
Queenston	493	7	2½			
Niagara	67	12	—			
(Toronto was made an exchanging office in July 1840, and the postmaster, as above stated, values his commission at about 250 l.)						
Kingston	304	3	10			
Brockville	36	11	4			
Prescott	56	5	9			
Stanstead	65	—	—			
Woodstock, N. B., about	65	—	—			
				1,101	17	7½
Other postmasters, in all				610	9	1
TOTAL	2,315	17	6½			

The

\* Till the new arrangement came into operation for the Montreal office, the postmaster was allowed at the rate of 75 l. currency a year for his services in the collection of the United States' postage, amounting for the year in question to 65 l. 12 s. 6 d. currency. Since the re-organization of the establishment this deduction has ceased to be made.



## 22 REPORT OF COMMISSIONERS APPOINTED TO INQUIRE

Value of postmasters' franking privilege.

The value of the franking privilege enjoyed by postmasters is extremely variable; depending altogether on the occupation or trade of the postmaster, and bearing no proportion either to the extent of his duties or the amount of his other emoluments. From the answers to the circular addressed to them on this subject, it appears that it is valued at amounts varying from a few shillings to 100 *l.* a year. At the Gananogue post-office (the postmaster there being the proprietor of the most extensive mills in Canada), it is worth 100 *l.* currency a year or more, and is so estimated by the postmaster; while at the Coteau du Lac office, which collects nearly half as much again, and has an equal number of mails to make up, it is valued at only 2 *l.* 10 *s.* currency. The postmaster at St. Hilaire, the proprietor of a large seignory, values the privilege at from 30 *l.* to 50 *l.*; at Dunham, with an equal number of mails to make up, and a slightly larger collection of postage, it is estimated at 1 *l.* From calculations made upon the data which these answers furnish, it would appear that the aggregate value set upon this privilege by the postmasters themselves is about 4,000 *l.* currency a year, or nearly 1-13th of the entire revenue of the post-office for the year 1839-40; and that the number of letters and packets sent and received under it (exclusive of correspondence on post-office business) is more than 1-13th of the whole number of charged letters and packets passing through the post yearly.

Net income of postmaster not easily ascertainable.

It is impossible to state with any approach to accuracy the net income of any considerable number of postmasters. They were all called upon to present a statement of their expenses as well as of their emoluments, and nearly all have answered the circular; but their answers are founded on such varying data that no dependence can be placed on any table compiled from them. One postmaster, for example, whose collection of postage for the last three years has averaged less than 60 *l.* currency a year, and whose emoluments last year were less than 15 *l.*, returns his yearly expenses at 70 *l.*, a result which he produces by charging 50 *l.* for clerk hire, 10 *l.* for office rent, and 10 *l.* for fuel and incidentals. Many others, by a similar process, have arrived at similar results; while some again, in much the same circumstances, have returned no expenses at all. A considerable number are unable to state even the precise amount of their emoluments. In the Appendix will be found a table, showing as nearly as possible the receipts and expenses of 41 of the more considerable offices. For the rest, it has been found impossible to do more than take account of their gross emoluments, as returned by the Deputy Postmaster-general, with the addition of the value set by themselves on their franking privilege.

Summary of their gross emoluments.

It appears from these data, that of 393 postmasters of whose emoluments and franking privileges we have returns (and inclusive in all cases of the asserted value of the latter), there are 145 whose gross emoluments are less than 10 *l.* a year; 166 who receive from 10 *l.* to 30 *l.*; 59 from 30 *l.* to 100 *l.*; and 23 more than 100 *l.*. It happens, however, in many cases, that the situation of postmaster is prized by those who hold it much beyond its mere value in money. A postmaster in the country is in a position generally of considerable influence, from the many opportunities he has of obliging his neighbours. He gets his letters earlier, and can write later than any one else; and this to a man in business, as country postmasters generally are, is of itself a considerable advantage; to say nothing of that rather unfair one, of knowing when and with whom the correspondence of other men in business near him is carried on.

The office is generally prized above its money value.

It further appears, that the patronage of all the post-office appointments in Canada under his own (except those of the accountant and his two clerks, the aggregate amount of whose salaries, drawn wholly from the post-office revenue, is 660 *l.* currency), is vested in the Deputy Postmaster-general. The appointments made by the Deputy Postmaster-general, or subject to his approval, are as follows:—

Aggregate of gross emoluments of employés of department under Deputy Postmaster-general.

1. On the general establishment, two surveyors, three clerks and an office-keeper, named by the Deputy Postmaster-general, and one clerk,\* named by a surveyor; receiving from the post-office revenue for the last year (inclusive of the

\* His salary, 100 *l.* currency, is not included in the 1,607 *l.* 11 *s.* 6  $\frac{1}{2}$  *d.*, that amount being for the year 1839-40, before his appointment.

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the surveyors' travelling charges), an aggregate of 1,607 *l.* 11 *s.* 6  $\frac{1}{2}$  *d.* currency,\* which, with the franking privilege enjoyed by the surveyors, and a perquisite of about 12 *l.* a year enjoyed by the office-keeper, constitute their whole emolument.

2. Two conductors or guards appointed this year to take charge of the steam-boat mails between Quebec and Montreal, who are paid 50 *l.* currency for the season, and live on board the steamers.

3. On the establishments of the Quebec and Montreal post-offices, two postmasters, seven clerks, and four letter-carriers named by the Deputy Postmaster general, and one office-keeper named by the postmaster at Montreal, who for the same year received in the aggregate from the post-office revenue, 1,394 *l.* 14 *s.* currency; and from other sources about 1,065 *l.* 2 *s.* 1 *d.* currency, besides the franking privilege of the two postmasters, valued by them at from 14 *l.* to 29 *l.* a year, making thus a gross sum total of about 2,480 *l.* currency.†

4. At the other post-offices upwards of 400 postmasters, and an unknown and varying number of clerks and other assistants appointed by them, receiving in all for the year in question, from the post-office revenue, 5,761 *l.* 19 *s.* 8  $\frac{1}{2}$  *d.* currency, as salary or commission, and 541 *l.* 17 *s.* 11  $\frac{1}{2}$  *d.* as stationery allowance, and from other sources about 2,550 *l.*, besides some trifling emoluments, the value of which is not ascertained, and their franking privilege, which they value at nearly 4,000 *l.*, making thus a gross sum total of about 12,850 *l.* currency.

The above sums do not include the expenditure incurred from the post-office revenue for the incidental expenses of the general establishment, and of the Quebec and Montreal post-offices, the supply of books and blank forms for the offices, the advertising of dead letters, &c. These expenses amounted for the year ending 5 July 1840, to 1,844 *l.* 9 *s.* 9 *d.* currency.

And its incidental expenses.

There were in force in July 1840, according to the returns in the Appendix, 136 contracts and eight informal agreements for the conveyance of the mail within the Canada charge. The number has since increased to about 150, and is continually increasing. Two of the contracts entered into since July are of great importance, and mention is accordingly made of them in the returns. Of the 145 engagements, the particulars of which are thus before the Commission, 95 are of secondary consequence, the stipulated yearly payments under each of them being less than 100 *l.* currency; of the remainder, 22 are for sums ranging between 100 *l.* and 200 *l.*; 15 between 200 *l.* and 500 *l.*; six between 500 *l.* and 1,000 *l.*; and seven for more than 1,000 *l.* The total amount paid for this branch of the service during the year ended 5th July 1840, was 22,342 *l.* 11 *s.* 8 *d.* currency. The amount at the present time is about 27,500 *l.* currency.

Conveyance of the mail.  
Number and value of contracts and other agreements.

Contracts for the more important routes are to some extent submitted to public competition, by advertisements describing the services required, and inviting tenders for its performance for a term of three, four or five years; and the lowest tender is then accepted, provided the security offered be considered sufficient, and no apparent evidence exist of the incompetency of the party for the undertaking. Upon the minor routes contracts are made by private arrangement, at the discretion of the Deputy Postmaster-general. This mode is also occasionally followed in the case of larger contracts, and more especially in the renewal of existing agreements.

Contracts, how entered into.

The form of contract in common use is given in the Appendix. It has been materially departed from in two cases only—the contracts made this year for the conveyance of the mail by steam-boat between Montreal and Quebec, and between Toronto and Dickenson's Landing.

Their form

The terms of the contracts vary, however, as much as the amounts to be paid under them, and can be learnt in detail only by a reference to the returns. The number of the sureties required to join the contractor in the execution of his bond is sometimes one, more frequently two, and occasionally three. The penalty

And terms.  
Number, &c. of sureties.

\* Exclusive in both cases of some incidental charges not distinguishable from the other incidentals of the department.

† The re-organization of the Montreal establishment has probably had the effect of increasing this amount. Making the required changes for the new salaries allowed, and for the emoluments of other kinds abolished by it, the gross receipts from the revenue would be about 1,807 *l.*, and from other sources about 819 *l.*, besides the franking privilege; the sum total about 2,648 *l.*



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Scale of forfeitures. penalty of the bond is in two cases (those of the steam-boat contracts just mentioned) as high as 5,000*l.*, and in another (that of the land mail between Toronto and Kingston) 3,000*l.*; on several trifling routes it is as low as 19*l.* or 20*l.* The scale of forfeitures which can be levied by the Deputy Postmaster-general at discretion, varies as follows:

For leaving a mail-bag behind, if accidentally, between 10*s.* and 12*l.* 10*s.*; if wilfully, between 1*l.* and 30*l.*

For passing a post-office without stopping, or for not stopping as long as the postmaster may require, if a first offence, between 5*s.* and 5*l.*; if not a first offence, between 10*s.* and 10*l.*

For any other breach of contract, or for any violation or neglect of the rules of the department, between 1*l.* 5*s.* and 50*l.*

Such fines to be deducted by the Deputy Postmaster-general from his quarterly payments; with the option, however, if he please, of suing upon the contractor's bond, or summarily annulling the contract, instead of fining him. The scale of forfeiture on the two new contracts differs considerably from this, being as follows:

For neglect to serve any office, 20*l.* currency.

For delivery of the mail later than the stipulated time, at Toronto, Kingston or Dickenson's Landing, 5*l.* per hour.

At Quebec or Montreal, 10*l.* per half-hour, unless satisfactory cause be shewn.

Duration, &c.

The majority of contracts are for terms of three and four years, but some are for one, two and five years, and two (the steam-boat contracts just spoken of) are for six years. Except in these last, however, it is always stipulated that the Deputy Postmaster-general may at any time annul the contract "if in his opinion the public interest shall require it," giving three months' previous notice; and that unless the Deputy Postmaster-general should announce to the contractor his intention of closing the engagement at the end of the years above mentioned as the probable limit of the term, the said engagement is not then to cease, but is to continue in force thereafter in all its provisions, with the consent of the Deputy Postmaster-general for an indefinite time; the contractor binding himself to give at least four months' notice in writing to the Deputy Postmaster-general of his wish to relinquish his engagement. There is also a proviso in the common form of contract, that the Deputy Postmaster-general may alter at pleasure the days of travel and line of route, either adding to or diminishing the distance to be travelled, on condition only of continuing to pay at the mile-rate originally agreed upon.

Power of Deputy Postmaster-general to alter terms, &c.

Prohibition of conveyance of unmailed letters.

In what cases waived.

The forms of contract strictly forbid the conveyance by the courier of any letters or parcels containing letters, but there has always been a tacit understanding between the department and the contractors on routes served by steam-boats, or partly by land and partly by steam-boat conveyance, that their own letters, on the business of the line, may be carried out of the mail-bag. In two cases of agreements now expired, this stipulation was made in writing; at present the privilege rests only on a verbal or tacit arrangement.

Mode, rate, frequency and cost of mail conveyance.

The mails are carried in different parts of the country and at different seasons of the year, in a great variety of ways and under necessarily various stipulations. as to the number of trips, the speed of travel and the rate of payment.

On the main route from Fredericton, New Brunswick, westward to Niagara, and Amherstburg, their transport is provided for as follows, under fourteen contracts and two informal agreements:

East of Quebec the mail travels twice a week each way as far as Woodstock, New Brunswick, and thence three times a week to Fredericton, under four contracts:

1. Between Fredericton and Woodstock, by waggon or sleigh, 64 miles; the distance to be performed within 18 hours, and the rate while travelling to be 5½ miles to the hour.

2. Between Woodstock and Grand Falls, also by waggon or sleigh, but with two horses, 74 miles within 24 hours, travelling at the rate of four miles an hour.

3. Between

3. Between Grand Falls and the head of Lake Temiscouata, 81 miles, to be performed by canoe in summer, within 24 hours downwards and 36 upwards, and by sleigh in winter, within 24 hours each way.

4. Between Lake Temiscouata and Quebec, 150 miles, in a light cart or sleigh, within 40 hours, travelling 4 miles an hour in summer and winter.

All stoppages included, the ordinary travel of the mail between Fredericton and Quebec, 369 miles, occupies, when the roads are good, about 113 hours each way; when the roads are at their worst, the time is longer, though seldom much longer, as the stoppages on the road are then considerably shortened. The contracts allow an extra 24 hours in the spring and autumn, but this year the allowance has not been claimed. Under the contracts which expired in 1838, 196 hours were allowed at all seasons; the stipulated price for the service as now rendered is 2,180*l.* currency for the year.

Besides the regular mail, there is also despatched in winter, as often as occasions may require,\* an extra mail for the conveyance of letters from the Halifax steam-ships. This service is performed by the contractors for the ordinary mail, on condition simply of using all possible despatch, and these mails are commonly brought through from Fredericton in 12 hours less time than the ordinary mail. During the winter of 1840-41, six such trips were made at an expense of about 200*l.* currency.

Between Quebec and Montreal the mail was exchanged till the beginning of last May seven times a week throughout the year on the road by the north bank of the St. Lawrence; the department providing mail carts of an improved construction for the contractor's use, the entire distance (177 miles) to be travelled in summer within 34 hours, and in winter within 36; the rate while travelling to be six miles an hour, and the remuneration (after deducting 179*l.* 9*s.* 2*d.* for the use of the mail carts) about 2,675*l.*† currency per annum. Under the present arrangement, the route is travelled in summer only, three times a week, for the service of the country offices, and the mails for Quebec, Port St. Francis, Sorel and Montreal, are exchanged six days in the week by steam-boat.

For the downward passage of the boat 14 hours are allowed, and for the upward, 19. Except for a short period, while the ice is forming or breaking up upon the large streams which the land mail has to cross by ferries, the time allowed is seldom much exceeded. The cost of the present arrangement (after deducting about 680*l.* currency for the partial discontinuance of the land mail) will be about 4,600*l.* currency a year.

From Montreal to Toronto, 376 miles, the service is performed six times a week,—in summer by steam-boat and stage, and in winter by stage, waggon or sleigh.

In summer 56½ hours are allowed for the upward trip, inclusive of some six hours' delay at Kingston and Dickenson's Landing, and 52 hours for the downward, inclusive of delays at Kingston and Cornwall of about seven hours. In winter, with a delay of four hours at Kingston, 92 hours are allowed each way.

The summer conveyance is sufficiently regular; the trips seldom taking much more or much less time than the contracts allow. For the rest of the year they are more variable, 86 hours very commonly suffice when the travelling is good; but the contract time is often exceeded by 24, or even 36 hours, when the roads are breaking up.

This portion of the main route will cost for the current year about 5,110 *l.* currency.

West of Toronto the mail is conveyed by land through Hamilton to Niagara and Amherstburg six times a week throughout the year, and in summer by steam-boats direct to Hamilton and Queenston, also six times a week. On the western

\* At the beginning of last winter this extra mail was sent only when the steam-ships arrived on a day that did not allow of the use of the regular Quebec post. In consideration, however, of the great bulk of the English mails, it has been since ordered that the letter-bags should always come through by an extra mail, and the newspaper bags only (or rather so many of them as the extra mail could not bring) be brought up with the regular mails. The bags for England are all sent by the regular conveyances to Halifax.

† This sum is rather larger than would appear from the return in the Appendix; about 430*l.* currency having been allowed last winter to the contractor for the use of a second horse, rendered necessary by the sleigh ordinance.



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western section of the land-route from Sandwich to Amherstburg, a distance of 16 miles, it is carried on horseback, two and a half hours being allowed ; between Hamilton and Sandwich, 205 miles, by stage coach or sleigh, within 60 hours ; and from Toronto through Hamilton to Niagara, 106 miles, in a two horse waggon or sleigh, within 20 hours. When the travelling is at its worst, however, even these allowances of time (liberal as they necessarily are, on account of the wretched state of these roads in bad weather) are often considerably exceeded. At such times the mail between Toronto and Amherstburg (269 miles), instead of the 76 hours allowed, is not unfrequently more than four days, stoppages included. When the roads are good the prescribed time is seldom much exceeded, but from the fact that the contractor's arrangements are not made with a view to speedier travel, when it can be attained, the time allowed seldom fails to be consumed in stoppages, even when the roads are at their best. The Hamilton and Queenston steam-boats commonly make their trips (the one of 36, the other of 48 miles) in from four to five hours. The total cost of the land mail on these routes is about 2,574 l. currency per annum, and of the steam-boat mails not quite 200 l. currency.

A letter may pass, when the travelling is good, from Fredericton, New Brunswick, to Amherstburg, a distance of about 1,200 miles, in fourteen and a half days, some 60 hours of which are, however, lost in stoppages at the principal places on the way, owing to the impossibility of so timing the arrival and departure of the mail as to make this extensive route an unbroken one.

When the travelling is bad, it will take 19 or possibly 20 days, not more than 24 hours of which will at that season be lost at the principal offices.

Mode of mail conveyance on other routes.

The contracts on a few of the branch and side routes allow the conveyance of the mail by a foot-post, but the number of these is diminishing. A much larger number require that it be carried at least on horseback, and on nearly all the more considerable lines of communication the use of some kind of wheeled carriage or sleigh is prescribed. In summer the conveyance from Montreal to the United States' line is by steam-boat and railroad ; and from Toronto to Rochester in the State of New York, and also from Bytown\* to Fitzroy Harbour (33 miles) on the Ottawa by steam-boat.

Its frequency.

There is one route only on which the mail is conveyed less than once a week, the route between Port Daniel and Gaspé Basin, in the district of Gaspé, served by a foot-post once a fortnight. Daily mails to the United States' frontier are established from Stanstead, Montreal, Kingston, Prescott and Queenston : and from Toronto to Rochester in summer, a mail is sent as often as a steam-boat leaves. On all the other side routes the mails travel once, twice or three times a week.

The number of miles of established mail road is returned for the 5th July 1840 at 5,736, and of this number it appears that 909 were travelled by the mail as often or more than six times a week, 43 miles four times, 1,340 three times, 1,293 twice, 2,078 once, and 85 only once a fortnight.

Comparison between Canada and the United States.

The travel of the mail for the year ended 5th July 1840, was 1,521,416 miles, and the cost 22,342 l. 11 s. 8 d. currency ; being at the average rate per mile of rather more than 3½ d. currency. From the last report of the Postmaster-general of the United States it appears, that for the year ended 30 June 1840, the mail travelled in that country 36,370,776 miles, or nearly 24 times as far, to accommodate a population almost 16 times as numerous as that of Canada, and at an expense of 813,248 l. 15 s. 9 d. currency ; averaging more than 5½ d. currency per mile.

The number of post-offices in the United States on the 30th June 1840, is stated in the same document at 13,468, being on the average one post-office to 1,250 souls. Within the Canada charge the average is only one post-office to about 2,670 souls. If we limit the comparison to the western division of the province, the disproportion is less striking, for in the country west of Montreal there is on the average a post-office to every 1,800 inhabitants.

Rates of provincial postage.

The rates of letter postage levied in the Canada charge, except on correspondence

\* The steam-boat conveyance of the mail on the Ottawa between Bytown and Grenville, mentioned in the return, has since ceased, and the mails are now carried the whole way to and from Montreal by land.

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spendence by the Halifax packets, are as follows, being those authorized by the 5 Geo. 3, c. 25.

For a single letter to any distance, not exceeding 60 miles, 4 *d.* sterling.  
(Converted in practice into 4  $\frac{1}{2}$  *d.* currency.)

On other than Halifax packet letters.

For a single letter from 60 to 100 miles	-	6 <i>d.</i> sterling	-	7 <i>d.</i> currency.
Ditto	-	100 to 200 miles	-	8 <i>d.</i> „ - 9 <i>d.</i> „
Ditto	-	200 to 300 miles	-	10 <i>d.</i> „ - 11 <i>d.</i> „
Ditto	-	300 to 400 miles	-	1 <i>s.</i> „ 1 <i>s.</i> 2 <i>d.</i> „

and so on, adding 2 *d.* sterling for every additional 100 miles. The distance is computed along the route over which, according to the department regulations, the mail actually travels, and not along the shortest route that could be found. One charge is made for the whole distance a letter has to travel, and it is only when requiring to be redirected that it can be taxed with a further rate. For double and treble letters and packages exceeding an ounce in weight, the rule is the same as that which existed in England before the late changes.

Soldiers' and sailors' letters not exceeding half an ounce in weight are charged 1 *d.* each, without regard to distance, whether sent by the Halifax packets, or only passing within the provinces. Pensioners' papers sent in covers open at the end pass free.

Rate on soldiers' and sailors' letters.

With the exception of the Deputy Postmaster-general, the surveyors and postmasters, no public officers in Canada possess the privilege of franking. Those departments in Great Britain which formerly enjoyed that privilege in the United Kingdom, have always had the same right within the colonies; but as it has never been construed to extend to any of the departments established in subordination to them within the provinces, it follows that so much of their correspondence as is carried on with England passes free, but no more, and by far the greater part is within the provinces.

What letters free.

Letters or packages for or from the United States are charged according to the distance they are carried within the provinces at the rates established by law for provincial postage, and this distance is always reckoned upon the route to the exchanging office through which the letter passes, and thence to the frontier. Upon American letters mailed or delivered at any of the exchanging offices west of Montreal there is a charge made for what is called "ferriage postage," amounting at Kingston to 3 *d.* currency, and elsewhere to 2 *d.* currency, without distinction, however, between single and double letters.

Letters for or from the United States.

As the department at Washington does not collect our provincial postage, letters for the United States mailed in Canada must be prepaid to the frontier, but letters from the United States to Canada cannot be prepaid beyond it. The collection of American postage by the Canadian department leaves it optional in all cases with the sender of a letter to prepay the American charge or not, as he pleases. Both charges must be prepaid upon letters mailed in Canada for transmission to Europe by ship or packet\* from any port in the United States.

Halifax packet letters are charged under authority of the 3 & 4 Vict., c. 96, and of a Treasury Minute of the 6th July 1840, at an uniform rate of 1 *s.* 2 *d.* sterling (1 *s.* 4 *d.* currency) per half ounce, between any place in the United Kingdom and any place in Canada; 1 *s.* sterling (1 *s.* 1  $\frac{1}{2}$  *d.* currency) of that sum is considered the packet postage to Halifax, and the remaining 2  $\frac{1}{2}$  *d.* currency the colonial charge for inland transport.

Halifax packet letters.

This rate may be prepaid either way, or not, at the option of the sender. Letters for any place in France may be sent to London by these packets on the same terms; or if the party sending prefer to do so, the French postage may be prepaid. Letters by the same for the West Indies, Bermuda, Malta and Gibraltar are charged 2 *s.* 2 *d.* sterling (2 *s.* 5 *d.* currency) the half ounce, and may be prepaid or not, as the sender pleases.

For any other British possessions the charge to the port of arrival from England must be prepaid, amounting, if the letter be forwarded by the ordinary

\* The New York steam-ships charge 25 cents freight money on every letter for Europe, and this also must be in some way or other prepaid, and it cannot now be paid through the post-office in Canada. The sailing packets from that port at one time made a charge of 12  $\frac{1}{2}$  cents freight money, but have since abandoned it.



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nary packets from England, to the sum above named; if by private ship, to 2s. 0½*d.* currency per half ounce; or if for the East Indies, *vid* Marseilles, to 4s. 3½*d.* currency per quarter ounce, &c. On letters for other parts of the world, it is necessary to prepay the rates to London, and thence to the port to which they are to be conveyed by packet or private ship from England. The scale of these rates is given in the Appendix.

Ship letters.

During the summer months letters may be sent by private ship from Quebec or Montreal, between any place in the United Kingdom, and any place in Canada under the same authority, at a uniform rate of 8*d.* sterling (9*d.* currency) per half ounce, if mailed or delivered at the port of arrival in Canada, or of 10*d.* sterling (11½*d.* currency), if mailed or delivered any where else in the province; prepayment is, however, required.

Ship letters may also be sent from Montreal or Quebec for any port not within the United Kingdom, on prepayment of a ship letter rate of 4½*d.* currency per half ounce, but on such letters, if mailed at an inland office, the ordinary inland rate must be also prepaid.

Letters for Newfoundland, Bermuda and the West Indies.

For Newfoundland, Bermuda and the West India Islands, the practice has been to require prepayment of the inland rate, chargeable under the 5 Geo. 3, to Halifax, the post-office at that place forwarding the letters direct by the first opportunity.

Newspapers, &c. mailed in Canada.

The Act 5 Geo. 3, c. 25, subjected "all letters, packets and other things" to the rates of inland postage above described; but as these rates would have been altogether prohibitory of the circulation by post of newspapers, pamphlets and other printed matter, they were in practice waived. The precise time when this arrangement took place does not appear, but it must have been at a very early period, and was probably on the first publication of a Canadian newspaper.

Under this arrangement payment for the transmission of newspapers was made to the Deputy Postmaster-general at a much lower rate, and always, if mailed in the provinces, by the party mailing them. The proceeds, which were at first a mere trifle, have continued a perquisite of that officer. The rate itself has been more than once raised, but not by the present incumbent.

Rates charged to proprietors by the year.

Proprietors of newspapers in Canada are required\* to pay as follows:—

For a weekly paper, 4*s.* currency a year on each copy mailed.

For a paper published twice a week, 5*s.* currency.

For one published three times a week, 5*s.* currency.

And for a daily paper, 9*s.* currency.

Rate on occasional papers when allowed to pass free.

Transient papers, as they are termed, or papers mailed by other parties than publishers, are charged 1*d.* currency each; pamphlets and other printed matter, 1*d.* currency per sheet,† whether mailed by a publisher or by any other person.

Proprietors of periodicals are allowed to exchange single copies of their respective publications free of charge, and the franking privilege allows postmasters to receive, free of charge, one copy of any provincial periodical.

Rate how enforced.

In case of the neglect or refusal of the party mailing to prepay at the above rates, the receiver is charged with letter postage, and the newspaper or pamphlet so sent is treated in every respect as a letter of equal weight would be.

Newspapers, &c. mailed in the United States.

Newspapers and pamphlets brought in by mail from the United States are rated at 1*d.* currency a sheet, in addition to the American postage (if any) charged upon them. It is, of course, impossible in their case to obtain payment from the party mailing, or to compound in any way with their publishers, and the charge is therefore made upon the receiver.

Upon such as are mailed in Canada for the United States, prepayment is required on the same terms as though they were to be delivered in the provinces; but no charge is made either on exchange copies or on copies addressed to provincial postmasters.

Stamped

\* It rests, however, with the proprietor to state the number of copies he mails, and a statement once made is seldom afterwards questioned, so that the sums really paid fall considerably short of what they would be were these terms more rigorously insisted upon. In many cases, indeed, it appears that a fixed sum is paid under an old agreement, without any reference to the number of papers now mailed. Payment is always required at the close of each quarter for the quarter's services; in case of refusal or failure to do this, a proprietor is charged by the Deputy Postmaster-general for his papers, as any other person mailing them would be.

† Sixteen pages, whatever their size, are rated as a sheet.

Stamped newspapers coming by the Halifax packets, and colonial newspapers mailed for Europe to go by them, have passed free of charge since 1834, in which year an order to that effect was first issued from the general post-office, London. The right has been since sanctioned by the 3 & 4 Vict. c. 96, and under the same Act printed votes and proceedings of the Imperial Parliament, or any provincial legislature\* sent by them, are entitled to pass at a uniform rate of 1*d.* sterling per four ounces. Every other description of printed matter† is rated with the letter postage, 2*s.* 8*d.* currency per ounce. Prepayment of these rates is not required.

Newspapers, &c. mailed for and from Great Britain by Halifax packets.

The accounts of the department relate exclusively to British and provincial letter postage: for the year ended 5th July 1840, they show a gross receipt of 53,023*l.* 16*s.* 6*d.* currency, about 2,820*l.* of which was derived from the Halifax packet letters‡, rather more than half being British, and the remainder provincial postage.

Resources of the department.

Letter revenue.

The provincial rates on other letters yielded about 50,200*l.* currency: for the transmission of newspapers, &c. under the Deputy Postmaster-general's privilege, the gross payment during the same year appears to have been about 3,062*l.* currency; and the American postage collected by the department amounted for the year to not less than 11,315*l.* § currency. Of this, however, 9,000*l.* currency was remitted to Washington, and cannot be said to have in any way formed part of the revenue of the department: the 2,315*l.* currency which was paid during the year to officers of the department for the collection of United States' postage may, on the other hand, be said to have formed part of the resources of the department in Canada, though not precisely in the same degree as monies otherwise collected by it, since the duties for which that sum was payment do not properly belong to the Canadian department.

Newspaper money allowance from department at Washington.

The franking privilege should also be regarded as one of the resources of the department, since it forms a part, and often the greater part, of the recompense of the postmasters.

Franking privilege.

The pecuniary value of this privilege may be looked upon as so much received by the department, and then paid away to its servants. The value at which the postmasters themselves have estimated their right of free postage is, in the aggregate, about 4,000*l.* currency; and though it be true that its abolition might not cause the actual revenue of the post-office to increase to that amount, still the result at present is, in effect, nearly the same as if that sum were collected and spent in salaries. The total resources of the department of every description are thus raised for the year in question to about 62,400*l.* currency.

Its net revenue for the year amounted to 18,885*l.* 8*s.* 10*d.* currency; the whole, of course, derived from the 53,023*l.* 16*s.* 6*d.* currency, received as British and provincial letter postage. The expenses, as stated in the accounts of the department, were as follows:

Comparative cost of mail conveyance and administration.

	£.	s.	d.	
For mail conveyances - - - -	22,342	11	8	currency.
For administration of department:				
Salaries - - - £. 9,409	8	3	½	
Incidentals - - - 2,386	7	8	½	
	11,795	16	8	„
TOTAL - - - £.	34,138	7	8	„

To

\* Except by the Halifax packets, they are charged by the sheet, as other printed papers are, under the Deputy Postmaster-general's privilege.

† Under the old regulations of the department, a packet charge of 1*s.* an ounce was made in England, and none either on mailing or delivery in Canada. The Treasury warrant of the 28th December 1839 abolished this, with most other reduced rates, and letter-postage is now charged under the 3 & 4 Vict. In several instances last winter, pamphlet parcels were sent as freight by the steam-packets to Halifax, and thence forwarded overland to Canada in the mail bags. The Deputy Postmaster-general, in these cases, rated them with inland letter-postage from Halifax, per ounce, instead of charging them as ordinary pamphlets would have been charged under his or Mr. Howe's privilege.

‡ The reduction of the Halifax packet rates had not then taken place. The amount derived from this source, as will presently be seen, is now much larger.

§ This amount is for the year ended on the 31st December 1840; the Deputy Postmaster-general not having preserved duplicates of his accounts with the United States till 1840.

The collection for the year ending on the 30th June previous was certainly not less than for the year given.



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To this amount, however, on the principles above laid down, some further additions require to be made; as a large portion of the payment, in fact, made for administrative services is made from other sources than the letter revenue. Omitting for the moment the value of the franking privilege, the expenditure of the year should rather be stated thus:

	£.	s.	d.	
For mail conveyance, the whole paid from letter revenue - - - - -	22,342	11	8	currency.
For administration: incidentals paid from letter revenue - - - - -	2,386	7	8½	„
Salaries paid from letter revenue - - - - -	9,409	8	3½	„
Newspaper postage, about - - - - -	3,062	-	-	„
Per centage on United States' postage - - - - -	2,315	17	6½	„
In all about - - - - -	£. 17,173	13	6½	„

or if the per centage on United States' postage be not included in the estimate, about 14,857*l.* 16*s.*

The proportion between the two branches of expenditure in the post-office of the United States was as follows:

	£.	s.	d.	
Cost of mail conveyance - - - - -	813,248	15	9	currency.
Cost of administration - - - - -	367,676	5	-	„

showing a decidedly larger proportional outlay for mail conveyance in that country than in Canada.

Our reason for omitting the value of the franking privilege in the above calculation is, that it is not included in that of the department at Washington; but the proportion which really exists in either country between the two items of expenditure cannot be accurately stated without including it. We have no means of judging to what it may amount in the United States. In Canada, as just stated, we are led to estimate it at 4,000*l.* currency; and this sum, added to the 14,857*l.* 16*s.* currency, raises the cost of administration to nearly 19,000*l.* currency; or if the per centage allowed by the United States be included also, to more than 21,000*l.* currency, a sum very little less than that paid for mail conveyance.

Total amount of postage paid in Canada.  
Charge in 1839-40.

Comparison with the United States.

The total amount of postage, British, provincial and American, actually paid on letters and newspapers during the year ended 5th July 1840, appears from the statements just made to have been about 67,400*l.* currency. Of this sum the civil departments paid about 5,609*l.*, and the military about 17,825*l.*; so that the post correspondence of the country (exclusive of the public departments) yielded not quite 44,000*l.* In the United States, where the public departments enjoy the franking privilege, a population about 16 times as numerous paid in postage during the same year, 1,134,751*l.* currency, or nearly 26 times as much.

Comparative amount of post correspondence in the different parts of Canada.

It would be more correct, however, with a view to a comparison between the two populations, to contrast simply the amount of British and provincial letter postage paid in Canada (exclusive of the public departments, about 29,590*l.* currency), with the amount of letter postage (1,000,944*l.* currency, or more than 33 times as much) paid in the United States. As the rates of postage are rather lower there than here, the necessary inference is that more than twice as much correspondence is circulated by post, in proportion to the population.

This great inequality may be accounted for in part by a further examination of the returns of the department in Canada, which shew a still greater inequality between certain sections of the province itself. A table in the Appendix\* shews that in the populous counties inhabited by French Canadians (the cities of Quebec and Montreal excepted), the average contribution of each adult inhabitant to the post-office revenue for the year 1839-40, was about 3½*d.* currency; and in the six township counties of what was lately Lower Canada, inhabited by a population of British and American extraction, about 10*d.* In the counties west of Montreal (exclusive still of the towns of Kingston and Toronto), it was nearly 1*s.* 9*d.*, or about six times that of the first-mentioned class of counties, and

\* This table, with the notes appended to it, sufficiently explains the principle of calculation adopted in its preparation.

and more than double that of the second. For the whole eastern section of the country, bounded west by the St. Lawrence, and a line drawn north-west from and including Montreal, the average is not quite  $10\frac{1}{2}d.$ ; while for the western division it is almost  $2s.$  This table exhibits the curious fact, that as we proceed westward the average increases progressively. For Kingston and the country beyond, it exceeds  $2s. 3d.$  for each adult; and for Toronto and the western districts,  $2s. 4d.$  The eastern districts, however, having a much larger population than the western, the average for the whole country is only about  $1s. 4d.$  Calculated upon the same principle, the average contribution of each adult resident of the United States to the letter revenue of the post-office of that country, was for the same year about  $2s. 11d.$ , so that if the eastern portion of Canada contributed in the ratio of the western, the difference in favour of the United States would be reduced to  $7d.$ , instead of  $1s. 7d.$  per head.

Another cause of the greater productiveness of the United States post-office is to be found in the different proportions subsisting in the two countries between the town and country populations. The average for the four towns of Quebec, Montreal, Kingston and Toronto, is more than five times the average for the rural districts of the province; but the population of the latter is not far from 12 times that of the former. The number of towns in the United States exceeding Kingston in size and importance is so considerable, that their urban population must certainly bear a much larger proportion than ours does to the rural; and there is no reason to doubt that the ratio observable in Canada between the relative amounts of correspondence belonging to town and country fully holds in the United States.

Comparative amount of post-office correspondence in town and country.

The rapid increase of the revenue in Canada of late years must be taken into the calculation when we seek to ascertain its probable future resources. During the 12 years ended on the 5th April 1840, the gross yearly revenue from letter postage has increased from  $15,344\text{ l. }13\text{ s. }7d.$  currency, to  $52,752\text{ l. }8\text{ s. }5\frac{1}{2}d.$  currency, or about 245 per cent. A part of this increase has been owing to the very large sums paid since 1837 for military postage; but making every allowance for this, it would still appear that the unofficial correspondence of the country must have nearly trebled in amount within those 12 years. A similar, but a somewhat more rapid rate of increase has obtained during the same period in the United States.\* The table in the Appendix to which we have referred, shews that for the last 16 years the improvement has been far from regular; that it has on the whole very much exceeded in rapidity the increase of the population of the province; and that it has much more nearly kept pace with that of the amount of post-office accommodations; but for the influence of two or three disturbing causes, it would doubtless have been more regular, more rapid, and a more immediate consequence of the increased facilities afforded by the department.

Tendency of revenue to increase.

A small portion only of the increase of accommodation which took place between 1824 and 1831 was before the year 1827-8, and we observe accordingly that the more rapid increase of revenue was from 1828 to 1831. During the three years and three-quarters ended in April 1828, it rose only 11 per cent.; for the three years next following, 38; for the next two years (ending in April 1833), the extension of the department continued at much the same rate as before, and the increase of its gross revenue was more rapid than ever, being, for the first year more than 15, and for the second almost 20 per cent. The revenue in 1833-4 was somewhat affected by the check which the cholera of 1832 had given to emigration and business, and fell off a fraction of one per cent. from that of the preceding year. During this year and part of the next, the absence of the Deputy Postmaster-general in England put a stop for the time to the extension of mail communication; but the year ending 5th April 1835, shews, with the returning prosperity of the country, an increase of revenue of nearly nine per cent. since 1833. The next two years exhibit a second extensive increase of the department in all its branches, and with it a rise in the revenue of nearly 20 per cent. The commercial embarrassments, however, of the summer of 1837, and the political disturbances of the winter following, not only checked this

\* From \$1,598,134, the revenue for 1827-8, to \$4,539,265 for 1839-40. That the increase of gross revenue should have been rather more rapid in the United States than in Canada was naturally to be expected, from the fact that the department in Canada has been conducted on the principle of endeavouring always to realize some amount of net revenue, while that at Washington has constantly augmented its expenses to the full measure of its means, and for the last few years, indeed, beyond them.



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this increase, but reduced the post-office revenue more than nine per cent. For the years 1838-9, and 1839-40, the returns exhibit a great increase of revenue (amounting, if the years be reckoned to the 5th of April, to nearly 33 per cent. the first, and 17 per cent. the second year), with little addition to the post accommodation of the country. The advance of 1838-9 is attributable altogether to the great amount of official postage paid in that year on account of the large military force then newly arrived in Canada. Allowing for this, the revenue from the domestic correspondence of the country, is found to have been as nearly as possible the same for the two years ending on the 5th of July 1838 and 1839. Since the spring of 1839 the amount of postage paid by the public departments has been decreasing so much, that with a rise, as just stated, of only nine per cent. on the total gross revenue of the department, from the 5th July 1839 to the 5th July 1840, we find (from the best calculations in our power) that the amount of postage paid on the unofficial correspondence of the province increased no less than  $20\frac{1}{2}$  per cent. This cheering improvement, the most marked, so far as we can ascertain, that has ever taken place in a single year in Canada,\* is not the least conclusive among the many evidences of the fast improving condition of the province. It shows clearly that the influence of those causes has ceased to be felt, which in 1837 prevented that continued increase of revenue which might have been looked for from the great extension of the department in 1835 and 1836; and it creates a strong presumption on financial no less than on general grounds, in favour of a return to the policy of post-office extension.

At what precise rate the revenue is at the present moment improving, it is impossible to say. There is still a constant, though not very rapid diminution going on in the item of military postage, with probably a slight increase (though to a less amount) in that of the civil departments of the Government. The accounts for the quarter ending on the 5th of October 1840 shew some advance upon the corresponding quarter of the previous year. The improvements in the service since that date must have done much to augment the gross receipts of the post-office, as the account for the current year will doubtless shew; though it is probable, also, that they will exhibit some falling off in the net receipts.

The revenue derived from the transmission of newspapers has not increased in the proportion of the letter revenue. For 1832 it was returned at about 2,074 *l.* currency; for 1840, at about 3,062 *l.* currency; showing an increase in eight years of not quite 48 per cent. Within the same period the letter revenue rose 116 per cent. The loose way in which this revenue is collected, and particularly the practice of letting proprietors continue for indefinite periods to pay the same price for a constantly varying number of papers, is no doubt the chief cause of the slower increase. There is reason to suppose that the number of newspapers actually sent by post has augmented for the last 8 or 10 years as fast as that of letters, and that the two revenues, if collected with equal care, would have shewn that result.

The American postage collected in Canada has rather more than doubled, and the per centage allowed for its collection has nearly doubled within the same period† of eight years. At the present moment it is questionable whether they are not in process of diminution, as the establishment of the New Halifax packets has had the effect of diverting a large proportion of the European correspondence which formerly passed through the United States. The accounts shew a considerable diminution from this cause upon the quarter ending 31st December 1840, but as the commercial relations of the province with the United States cannot fail to give rise to a constantly increasing correspondence, it is safe to presume that before long the falling off will be more than made up, and that this branch of revenue will be restored to its former elasticity.

The value of the franking privilege, as indeed of most other indirect emoluments enjoyed by officers of the department, is, of course, continually increasing, and at a rate, it is presumable, not widely differing from that at which

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\* Indeed, except between the years 1835-6 and 1836-7, we are not aware that there has ever been so large an increase of domestic post correspondence in the United States for any one year. The increase of the revenue of the Washington post-office for the year alluded to just exceeded 20 per cent.; generally it has been less than 10 per cent., and not unfrequently almost nominal.

† In 1832 the collection amounted to 5,248 *l.* 12 *s.* currency, and the per centage to 1,207 *l.* 4 *s.* 3 *d.* currency.

INTO THE STATE OF THE CANADIAN POST OFFICE. 33

which the other resources of the department have been ascertained to increase.

A return made by the Deputy Postmaster-general estimates the average rate of postage on a single letter in Canada at  $8\frac{2}{3}$  d. currency, and the number of chargeable letters circulated by post in Canada (exclusive of Halifax packet letters, and reducing all double and treble letters and packages to single rates) during the year ending 5th July 1840, at about 1,400,000, and from the explanation we have received, we see no reason to doubt the accuracy of the calculations on which it is based.\* Judging from the relative amounts of the official and unofficial postage of the year, about half of the 1,400,000 † must have been official. The number to be set down for the twelvemonth ending in July 1841 must be a matter of conjecture. Supposing the diminution on official and the increase on unofficial postage to have continued at the rate we find to have obtained from July 1838 to July 1839, it would considerably exceed 1,500,000.

Average rate of a single letter and number of single letters yearly at each rate.

But as one effect of the late changes has been to convert into Halifax packet letters a very great number of letters before sent through the United States, it would be hardly safe to make such a calculation, or to state confidently that the number is now much beyond the estimate for the year 1838-9.

Expressed in single rates, the number of free letters at present passing through the post in Canada in a year, under the franking privilege enjoyed by officers of the department cannot, from the returns before us, be far from 115,000, exclusive of the correspondence they carry on upon the business of the department itself, of the amount of which we have no satisfactory means of judging.

Number of free letters yearly.

Of the number of Halifax packet letters for the year 1838-9 we have no estimate.

With the exception of official letters (mostly duplicates) which passed free of charge, very little correspondence was carried on by this route till the establishment of the Cunard line of steam-ships, assisted by the reduction of the packet-rate of postage, which shortly after followed.

From calculations we have made upon a return furnished by the Deputy Postmaster-general as to the contents of the steam-ships' mails, since despatched from and received at Quebec, it would appear that, taking the average of the last nine or ten months, the number of letters they contain in a year is as follows:—

Ordinary correspondence charged 1 s. 4 d.			
currency per half ounce, nearly	-	-	192,000 single rates.
Soldiers' and sailors' letters	-	-	59,000 „
Official correspondence passing free of colonial charge, between 13,000 and 14,000 packets, amounting probably to			
			39,000 or more single rates.
TOTAL about			290,000

But from the rapid apparent increase of these mails this estimate is now, we believe, considerably below the truth.

The number of letters of every description passing yearly through the post in Canada is thus seen to amount to 1,805,000 single rates (exclusive of the correspondence on the business of the post-office), and of this number some 213,000, or about  $\frac{2}{17}$ ths of the whole (including soldiers' and sailors' letters), pass free.

We have not been able to ascertain precisely how many newspapers and other printed sheets are mailed yearly. An estimate of the Deputy Postmaster-general (of which we can only say from the data before us, that it by no means appears to be an extravagant one) gives the number of printed sheets on which postage is paid at 860,000 a year; 600,000 paid for by printers at the reduced rates,

Number of newspapers mailed yearly.

\* Every post-office, as we have already observed, sends a letter-bill, stating the amount of postage, with every package of letters mailed upon any other office. We are informed that all the bills thus sent for a quarter of a year were carefully examined, and the number of single letter charges made at each of the rates established by law, thus ascertained.

† Not, of course, that there are anything like as many official letters mailed as there are unofficial. The former, as a general rule, are so much more bulky, that by the post-office rule of charging, they count for about an equal number of single rates.



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rates, and the remaining 260,000 by other parties at 1 *d.* a sheet; 50,000 of them mailed in the province, and 210,000 brought in from the United States. The same estimate fixes the number of printed sheets, which pass free through the post-office, at 596,000; 156,000 allowed to pass free to postmasters and editors; 120,000 sent by printers over and above the number they return and pay for; and 320,000 passing between the colony and the United Kingdom by the Halifax packets. The whole number of printed sheets is thus fixed at 1,456,000, a very large proportion of which are newspapers.

Average cost and  
profit on each single  
letter.

In his estimate of the number of charged single letters sent by post, exclusive of Halifax packet letters, the Deputy Postmaster-general states the average cost of transport on each at  $3\frac{20}{48}$  *d.* currency, and that of management,  $1\frac{16}{48}$  *d.*; leaving, therefore, a net profit upon each of  $3\frac{11}{48}$  *d.* To this portion of the estimate the objection occurs, that, being based altogether on the accounts of the department, it, in the first place, throws the whole cost of transport on the letter revenue, though part of it is incurred for the carriage of other mailed matter; and in the next place, it leaves out of view the large sums paid towards the management of the department from other sources, such as perquisites, the franking privilege, and American agency. The total amount of the expenses of transport and management incurred on account of this class of letters, and not the sum total that happens to be charged against the revenue drawn from them, is the amount from which alone the true averages can be drawn.

It is perhaps impossible to determine it with precision, but it appears to us that a nearer approach to it than the above estimate can be made by first putting together all the expenses incurred for letters and newspapers, and then striking off, as the share of expense incurred upon packet letters and newspapers, and the collection of United States' postage, the amount received from these sources, or in other words, supposing neither profit or loss to arise from these branches of the service. This course may throw upon the letters some portion (how much, it is impossible to say) of the cost incurred for newspapers, &c., since the rate imposed upon the latter is clearly not a remunerating one; but that is precisely what a differential rate of this kind must in fact always do; and a calculation proceeding upon this basis merely shows what is the fact.

Thus calculated, the year's profit on the 1,400,000 letters exceeded by a very trifling sum the cost of transport incurred upon them; and (irrespective of the franking privilege and the 115,000 free letters supposed to be mailed under it) the average cost of transport on each was nearly  $3\frac{11}{48}$  *d.* currency; that of management, over  $\frac{7}{48}$  *d.* currency; and the average profit on each,  $3\frac{11}{48}$  *d.* currency. Taking the 115,000 free letters into account, and adding the value of the franking privilege to the other expenses of management, the averages are, for transport, very nearly 3 *d.* currency; for management,  $2\frac{20}{48}$  *d.* currency; and for profit, 3 *d.* currency.

State of depart-  
ments in the lower  
provinces.

The returns which we have received from Mr. Howe are not such as would enable us to present a detailed account of the state of the post-office in the provinces of Nova Scotia, Prince Edward's Island and New Brunswick. But from his returns and from those received from some of his postmasters, together with the information we have derived from other quarters, we can supply, we trust, a tolerably correct account of the chief points of difference between his department and that of the Deputy Postmaster-general of Canada.

Mr. Howe's com-  
mission,

Mr. Howe's commission, constituting him "agent, deputy, manager and director of his Majesty's packet-boats between Great Britain and Halifax," bears date the 28th April 1818. We are not informed at what time he was first styled Deputy Postmaster-general, but that title has been long since used as well in the correspondence of the department in England, as by the public generally.

Powers, duties,

The powers and duties of his office, as it is now constituted, do not at all appear from the terms of his commission, and as we have no copy of any instructions addressed to him by the Postmaster-general, we cannot speak confidently on the subject; we are not aware that they differ materially from those of the Deputy Postmaster-general at Quebec, except in certain particulars, which we shall presently notice.

And emoluments.

His emoluments are a fixed salary of 400*l.* sterling,\* an allowance of 50*l.* sterling

\* Raised to this amount in 1836, before which time it was only 200*l.* sterling, the sum originally stated in his commission.

sterling a year for rent, and the newspaper privilege, the net proceeds of which for the three years ended 5th July 1840, he returns at 856*l.* currency. For the last year of the three, it amounted to 330*l.*

There is no general post-office establishment, properly so called, in the lower provinces. The account branch at Quebec is charged, as we have had occasion to state, with the compilation of the accounts for the whole of British North America; and we find that Mr. Howe has never been allowed the assistance of surveyors or clerks for the general business or correspondence of the department. In a letter dated March 20th of the present year, Mr. Howe states, that "in this office, until very recently,\* but one clerk was employed, whose salary is 100*l.* sterling; a second is now employed at a salary of 100*l.* sterling. This assistance, which is not more than sufficient for the proper discharge of his duties as postmaster at Halifax, appears manifestly too little, when to these are added the functions of Deputy Postmaster-general for the lower provinces.

No general post-office for the colonies.

The number of regularly established post-offices within Mr. Howe's charge is very limited; in New Brunswick, east of Woodstock, there are only 14; in Nova Scotia, exclusive of the Island of Cape Breton, 15; in Cape Breton, two; and in Prince Edward's Island, one. Of these, one only (that of Newcastle, New Brunswick), has been established within the last three years; most of the others were created long ago. To make up in part for the want of regular offices, way-offices or places of deposit for letters have been established, the number of which we find has been much greater than that of the regular offices.

Small number of regular post-offices.

Number of way-offices.

Mr. Howe's post-office map and returns furnish a list of 86 such offices; seven in New Brunswick, 36 on the main land of Nova Scotia, 15 in Cape Breton, and 28 in Prince Edward's Island. The answers we have received from postmasters on this subject mention by name 46 more; but even with this addition the list is incomplete, as several postmasters have neglected to reply to our inquiries; and one or two of those who have answered, speak of the existence of sub-offices in their neighbourhood without naming them. Of the 132 reported to us, 17 are in New Brunswick, 57 on the main land of Nova Scotia, 30 in Cape Breton, and 28 in Prince Edward's Island.

The characteristic by which the sub-offices are chiefly distinguished from those on the regular establishment, is that their accounts, instead of being forwarded to Halifax, are kept privately with another or with neighbouring post-offices, and their remittances being made through some regular post-office, appear in the accounts of the department as part of its collections. They differ, however, in many respects among themselves; some are only places of call appointed by the courier, where the postage of any letter he leaves is collected, and unpaid letters are left for him to carry on. In some cases, the courier himself keeps the office. The place where it is held is sometimes fixed by a member of parliament or by the magistrates of the county; sometimes by a neighbouring postmaster, and sometimes by the Deputy Postmaster-general. The persons keeping them are variously remunerated; most of them enjoy to a greater or less extent the franking privilege; some are paid the usual postmaster's per centage; others share it with the postmaster or postmasters with whom they are in communication; many are suffered to levy a small extra rate on letters, which is in most cases their own perquisite, but is sometimes shared between them and the other postmaster who has to deal with the letters so charged; and there are some who perform the duty without any remuneration or privilege whatsoever.

Distinction between post and way-office.

The latter, wherein differing from one another.

No general instructions have been issued to the postmasters in the lower provinces, and from this cause, as well as from the want of surveyors, many irregularities of practice have necessarily resulted.

Irregularities of practice.

At some offices the postmaster has the superintendence of a considerable number of way-offices, several of which have other way-offices subordinate to them. In some instances, a way-office on the route between two other offices corresponds only with one of the two, and it often happens that there is no recognized communication between neighbouring way-offices, except through the more distant office on which they depend.

The

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\* In a letter dated the 17th December last, Mr. Howe states that he was then only allowed one assistant.



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Mailing system wherein different from the Canadian.

The system of mailing in the lower provinces is essentially different from that which prevails in Canada. No postmaster or keeper of a way-office mails upon or receives mails from any great number of other places. Some exchange mails with only one office, others with two or three, and few with more than half a dozen.

The consequence is, that letters posted for any distance are generally remailed, as in England, at one or more intermediate offices. But the utter want of regularity in the arrangements deprives this plan (which is in some respects the "forward office system") of nearly all the advantages it would otherwise have over the Canadian practice; while from the irregular usage which prevails along with it, of rating letters anew every time they are remailed, instead of charging them at once for the whole distance, it often adds materially to the charges sanctioned by law.

Collection of newspaper money,

The Deputy Postmaster-general's newspaper money is collected in the lower provinces, much in the same manner as in Canada; but we are without information as to the mode in which the charge on papers not mailed by printers is collected and remitted, and as to the per centage allowed by the Deputy Postmaster-general to postmasters in the country for collecting it. In towns where newspapers are published, he allows the postmaster to retain one-half of the money paid by the proprietors.

And of United States postage.

United States' postage is collected by a different process from that which prevails in Canada; there is but one exchanging office, that of St. Andrew's; and the Deputy Postmaster-general leaves the whole of its duties and emoluments to the postmaster there. No separate accounts of American postage are kept by that officer with the postmasters of the interior, and he allows no share of the remuneration he receives on account of it to any other postmaster for his share of the trouble. The information with which we have been furnished as to the practical details of this system, however incomplete in other respects, is sufficient to prove that the arrangement as a whole is unsatisfactory.

Postmasters' accounts and remittances.

The seven post-offices in the western counties of New Brunswick account with Halifax through the postmaster at St. John, who is charged with the duty of auditing the accounts, and with a general surveillance over the department in that part of the country. Few postmasters have large remittances to make; in general they pay over to the couriers in their neighbourhood the whole or the greater part of their net collections, and transmit the courier's receipt instead of money.

Their bonds,

Postmasters at the regular offices give bonds, as in Canada, though not in the same form, and they are required to renew them yearly.

We are not aware of a bond being ever given by a person in charge of a way-office.

And emoluments.

No detailed returns of the emoluments of postmasters, either at the regular or way-offices, or of the establishments they maintain, have been furnished to us; such information as we have collected will be found in the Appendix.

The chief source of income at the regular offices (Halifax only excepted) is an allowance of 20 per cent. on letter postage. The postmasters at St. John and Fredericton receive an allowance for one clerk and for stationery, and the latter for office-rent also. There is mention in the returns of a small amount allowed for incidental expenses at St. Andrew's and Chatham. No allowance is returned for any other offices.

Few regular postmasters, we presume, derive much emolument from the rent of boxes, the keeping of accounts, &c. Indeed at the two principal offices of Halifax and St. John, the plan of accommodating the public with boxes has never been acted upon at all. The great diversities which exist in the mode of remunerating the way-postmasters will be more fully understood by a reference to some details in the Appendix.

Value of, and restrictions on their franking privilege.

We have received information on the franking privilege from nearly all the regular postmasters and from many way-postmasters. Its average value to them, according to their estimate, is a little higher than in Canada. The restrictions are somewhat different, but they are not very strictly enforced in either province. At the regular offices the postmaster is allowed to send and receive by every mail four single or two double letters, or one packet of an ounce weight.

At many of the way-offices the rule is the same, but not at all, some having no privilege of free postage, and others only an exemption from the exceptional rates

rates irregularly levied at their own or neighbouring offices. Newspapers for postmasters appear in most cases to pass free of charge, but not always.

Imperfect, however, as our information is on the subject of the emoluments of postmasters in the lower provinces, we have been enabled to remark that the amount is in most cases extremely trifling, and never excessive. In the lower provinces the mails are not carried, as in Canada, by contractors, properly so called, but by persons employed by the department as couriers,\* who give bond yearly, are paid a yearly salary, and are liable at all times to be dismissed for misconduct. A natural consequence of this system is that the stipulated rate of remuneration and travel on any given route is seldom altered. The same courier is commonly employed for a long course of years, on the terms originally agreed upon, and even when at length the courier is changed, it often happens that the terms of the service are not varied.

Mails carried by couriers without regular contract.

Mr. Howe considers it a great advantage resulting from this system, that "good men are thus secured without any increase of expense;" but of course it operates on the other hand just as much against that reduction of expense and increase of speed, which under a different system might be expected to result from the improvement of roads and the principle of competition. Another consequence of this practice is, that on routes where the mail travels twice a week, the two trips are sometimes performed by different parties, and at very different prices. It is obvious that one contractor could afford to perform the whole service at a much lower rate than two dividing it in this manner possibly can.

Generally speaking, the appointment and dismissal of couriers rests with the Deputy Postmaster-general; but on some of the minor routes we find that postmasters and even keepers of way-offices may appoint. More frequently, however, the nomination on these routes is made by the Deputy Postmaster-general, but upon the recommendation of persons residing on the spot, such as a postmaster, a member of parliament or a magistrate. In Prince Edward's Island it rests with the Lieutenant-governor. The degree of control, also, short of the power of dismissal, which postmasters consider themselves entitled to exercise over the couriers in their neighbourhood, varies greatly, some claiming the right of fixing the hours of arrival and departure, others taking no note whatever of their movements. There is as little uniformity in the mode of paying as in that of appointing and controlling the couriers. On most of the principal routes their salaries are paid from the general funds of the department, and this is also the case on some of the bye-routes leading to way-offices; on other routes, again, the whole or part of this expense is borne by the province; and sometimes (though we believe only in the case of certain way-office routes) it is in part defrayed by allowing the courier to share with the postmaster, or to take for himself an extra rate of postage on the letters he carries.

Appointment and control of couriers.

Different modes of paying couriers,

We are not aware that the last-mentioned mode of payment is to be met with in New Brunswick; the way-office rates, wherever they are levied, so far as our information extends, being there a postmaster's and not a courier's perquisite.

In New Brunswick.

The department is, to a certain extent, assisted by grants of the provincial legislature in aid of stages, packet vessels and couriers, but such grants are not made in concert with or through the post-office authorities, and much of the yearly amount is therefore not available in any way to the service of the department.

Certain sums are paid, either directly or through commissioners, to companies or individuals; and of those who receive this provincial aid, many are not even asked to carry a mail, and some, we believe, *refuse* to do so on reasonable terms; but even when some mail service is rendered, the payments made by the department and those by the province being independent of each other, it is to be presumed that the money is expended much less economically than if the whole were at the disposal of the post-office.

In Prince Edward's Island the province has long been allowed to take the whole of the postage collected, on condition of paying for the conveyance of the

In Prince Edward's Island.

\* Several mails are carried by stage companies and sloop or steam-boat proprietors; but it appears by Mr. Howe's statement, that even with them there is no formal contract. Whether in these instances each stage-driver or captain of a sloop or steam-boat gives bond as a post-office courier, or whether the proprietors or their agents are considered as the courier and give bond, as they would were there a formal contract, is not stated.



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the mails to and from Nova Scotia and within the island,—an arrangement by which a yearly grant from the legislature becomes necessary, but which in return surrenders the entire local control of the department to the province.

In Nova Scotia.

The greatest diversity of practice has grown up in Nova Scotia.

Provincial grants were from a very early date made through the Deputy Postmaster-general, but always as an aid towards the establishment of certain specified routes or offices, and with a condition, either express or implied, that the money was granted only to make good any deficiency of the inland postage on such routes. The practice hence became common in Nova Scotia to allow the couriers, over and above the sums granted them by the legislature, sometimes a share on the whole way-postage they might collect, and sometimes even the whole net proceeds of the offices they served; whether or not this mode of payment was resorted to on any routes not originally established by provincial grants, we cannot say; it prevails, however, extensively. Since 1840 the grant system has been in a great measure abandoned, and the general revenue of the department has been charged with the amounts formerly drawn from the provincial chest; but the old practice of allowing the couriers the net local revenues has nevertheless been suffered to continue.

Mails how often and in what manner carried.

The travel of the mail is less frequent, and apparently of a less expensive description,\* than in Canada. On the main route from Halifax through Dorchester to Fredericton, there are only two mails a week, exclusive of the extra mails in winter for the conveyance of the Canada bags from the steam-ships.

The mail travels but twice a week on the three leading branches from this route: from Truro to Pictou, and from Dorchester to St. John and Miramichi; and on the main western route, from Halifax through Windsor to Annapolis, or sometimes to Digby. It is only from Fredericton to St. John, and from St. John through St. Andrew's to St. Stephen's, that the mail passes more frequently. The rule for the country generally is one mail a week, and there are several way-office routes that are served only once a fortnight.

Many of the mails on the routes where there are none but way-offices seem to be carried on foot, and the others on horseback or in carts, at the option of the courier. Between the regular offices, open waggons or sleighs (sometimes carrying passengers and sometimes not) are more frequently used than stages. Steam-boats are employed in summer between Prince Edward's Island and the main land on the Bay of Fundy and on the River St. John. In winter the Prince Edward's Island mails cross the strait in an ice-boat, and the St. John and Digby mails cross the Bay of Fundy in a sloop.

Extent of established mail road and of weekly travel of mail.

Mr. Howe returns the number of miles of established mail route in Nova Scotia and New Brunswick at 1,223, and the weekly travel of the mails at 2,402 miles; but it is not easy to understand by what calculations he has arrived at so low an estimate; we find more than 1,600 miles of mail route laid down on his own post-office map for these provinces, exclusive of all water communications, and of all routes for the mere accommodation of way-offices, and the latter are very extensive in Cape Breton and other parts of Nova Scotia, though less so in New Brunswick. An estimate of our own, which, though based to a certain degree on conjecture, we think comes somewhat nearer the truth, makes the whole number of miles of mail route within Mr. Howe's charge (Prince Edward's Island included) about 2,600, and the number of miles travelled weekly by the mail between 5,000 and 6,000, a calculation which would still indicate a marked disproportion in this respect between Canada and the lower provinces. In the former, to accommodate a population of about 1,100,000, the yearly travel of the mail exceeds 1,500,000 miles; in the latter, with a population of 400,000, it is about 290,000 miles.

Cost of mail conveyance.

Mr. Howe states the amount expended by him for mail conveyance in Nova Scotia and New Brunswick for the three years ended 5th July 1840, at 15,900*l.* currency, and the expenses incurred by the authorities of Prince Edward's Island for the conveyance of their mails during the same period, at 2,603*l.* 16*s.* currency.

The former of these sums includes, we have reason to think, the grants made during the years in question, from the Nova Scotia treasury; but it certainly cannot include either the New Brunswick post-office grants, or the amounts collected

\* Though, as we shall have presently to state, more costly, in fact.

collected for themselves by those couriers in Nova Scotia who are allowed to levy special rates for their own remuneration. Allowing moderately for these, the average cost for the last three years of mail conveyance in the lower provinces can scarcely have been less than 7,000 *l.* currency a year.

According to the estimate just given of the distance the mail travels, it would thus seem to have cost not far from 6 *d.* currency per mile, an expense much heavier than is incurred for that service in Canada.

The rates of postage as established by law are the same for all the provinces of British North America, but great diversities have in practice prevailed. Postmasters in the lower provinces, as we have before observed, do not make up mails for all offices, nor have they any general table of rates and distances, nor any detailed instructions to enable them to charge letters to all parts of the country, as the law directs; \* letters are therefore rated for the whole distance only when they happen to be addressed to some office with which the mailing postmaster is in direct communication; when not so addressed, he rates them to the office upon which he mails them; the postmaster then adds a new rate to the next office, and so on till the letter reaches its destination.

Rates of postage.

Rule as to charges on unmailed letters.

Two or three rates are thus often levied on a letter, and sometimes as many as five or six.

Nor is this the sole cause of the irregularities which we find to prevail throughout the country. The rates themselves sometimes are not those which the law sanctions.

Some that formerly, perhaps, were legal, have ceased to be so, in consequence of shorter roads being opened; others were from the first illegal, for the statute nowhere recognizes them as rates for any distances whatever.

The anomalous rates, also, amounting to 1 *d.*, 2 *d.* or 3 *d.* currency, which couriers and keepers of way-offices charge on many routes as their own perquisite, sometimes in addition to a postage rate from the nearest office, and sometimes instead of it, add considerably to the irregularity. The returns we have received from a number of postmasters shew with what offices most of them are in direct communication, and what postage rates or perquisites are charged to and from each.

Perquisite rates.

Irregularity of the system of rating.

The departures from the rule laid down by law appear from these to be many and striking. The legal rate, for instance, from Halifax to Yarmouth is the same as to St. John, 11 *d.* currency; the distance in the former case being from 225 to 245 miles, and in the latter 270. The actual rate for the shorter distance is 1 *s.* 1½ *d.*, and for the longer, 9 *d.* currency. Between Lunenburg and Shelburne the charge is 9 *d.* for a distance of only 80 miles, the legal rate for which is 7 *d.*

But it is in the case of letters requiring to be remailed that these irregularities are most glaring. From Sydney, for example, in Cape Breton, a letter passes directly to Halifax (some 300 miles) for 1 *s.* 3 *d.*,† but from Sydney to Truro, on the road to Halifax (about 240 miles), where the law clearly allows no more than 11 *d.*, the rate is 1 *s.* 6 *d.*, the usage being, to charge first to Antigonish (140 miles), 10 *d.*, thence to Pictou (50 miles), 4 *d.*, and thence to Truro (40 miles), 4 *d.* From Fredericton, again, to Halifax (about 280 miles) the rate is as it ought to be, 11 *d.* currency; but from the office at Sussex Vale, 70 miles nearer to Halifax, on the same road, it is 1 *s.* 6 *d.*, letters being there mailed only to Dorchester, with a charge of 7 *d.*, and thence forwarded to Halifax, with a charge of 11 *d.* On some other routes, where there is more remailing, the matter is still worse. From Bathurst to Halifax (310 miles), the legal rate is charged 1 *s.* 2 *d.* currency; to Cumberland, not more than 180 miles, the rate (legally 9 *d.*) is 1 *s.* 6 *d.*, letters requiring to be remailed at Chatham; to Antigonish they must be three times remailed, and the rate in consequence becomes 2 *s.* 6 *d.* for 315 miles, instead of 1 *s.*; and to Sydney, in Cape Breton, 140 miles further, a fourth remailing raises it to 3 *s.* 4 *d.* in place of 1 *s.* 4 *d.*, the amount fixed by law! Some of our correspondents complain that the irregularity of these charges is further aggravated by the absence of uniformity in the

\* For many parts of the country, indeed, it would be no easy matter for any one to determine what the rates ought to be, the distances along the roads or paths travelled being almost matter of conjecture.

† The legal rate would be either 11 *d.* currency or 1 *s.* 2 *d.* currency (9 *d.* or 11 *d.* sterling); the former, if the distance is less; the latter, if it is more than 300 miles.



the amount charged between even the same two places; a circumstance which is often (though not always) owing to the mailing postmasters having no fixed rule as to the office on which letters for particular places should be mailed, and charging them therefore sometimes to a nearer, and sometimes to a more distant office. Among other instances detailed in the Appendix, we find one in which it is stated to have been the practice of a postmaster to mail all prepaid letters for a particular office at once to their destination, rated 1*s.* 3*d.*, and all unpaid letters for the same place to an intermediate office with a rate of 1*s.*, to which the forwarding postmaster would add a second rate of 9*d.*; so that by this process the sender of a prepaid letter would have to pay 1*s.* 3*d.*, and the receiver of an unpaid letter 1*s.* 9*d.*

It is not the least of the evils of this state of things that a postmaster may not, and very often cannot, know what rates are charged at any other office than his own, so that in many cases it is impossible, even at a regular office, for the sender of a letter to prepay it to its destination.

At most way-offices it is worse still, as letters can neither be forwarded without prepayment to the nearest regular office, nor yet prepaid beyond it.

With such arrangements it must be impossible, in many parts of the country, to send letters at all to the United States by post, as prepayment to the line is a condition to their being forwarded beyond it; and it can seldom be possible (except at the principal towns) to prepay the American postage, though a letter cannot pass through the United States to Europe without being prepaid. We should infer from one of Mr. Howe's letters, and some expressions made use of by one or two of our correspondents, that no collection of American postage upon letters, &c. for the United States is ever made within the lower provinces, were it not hard to believe that the principal object for which the practice of collecting American postage has been resorted to, the securing of a post communication with Europe through New York, can have been so far overlooked.

Rates on newspapers.

The rate at which publishers in the lower provinces are allowed to compound for the conveyance of their newspapers is lower than in Canada, being only 2*s.* 6*d.* per annum for a weekly publication. Upon occasional papers, pamphlets, &c., we believe that the ordinary charges\* are the same as in Canada, but Mr Howe states, that he derives no emolument from any, except newspapers, as the small sums rateable on other printed matter are charged to the offices upon which the same may be mailed.

Department postage and franking.

Among other consequences resulting from the peculiar position of the department in Prince Edward's Island, we find that the civil departments have there the franking privilege, in so far as regards the inland rates of postage.

In Cape Breton, and perhaps elsewhere, letters to or from public departments, and even country officers, are exempted from the perquisite rates there levied. In Nova Scotia, Mr. Howe states, that the departments of the Provincial Secretary, Adjutant-general of Militia, and Treasurer,† have long enjoyed a franking privilege, in consideration of the sums voted by the province in aid of the post-office, Sir James Kempt having in 1827 instructed the Deputy Postmaster-general to cover the correspondence of the two former, and the revenue returns addressed to the latter, with his official frank. With these exceptions, payment of official postage is required in the lower provinces.

Gross revenue of department in lower provinces.

Mr. Howe's returns state only the aggregate collections of letter postage at the several offices within his charge for the three years ended in July 1840; so that we are unable to compare one year with another, or make any calculation as to the tendency of the revenue towards improvement. They show an aggregate collection for the three years of 27,206*l.* 14*s.* 6*d.* currency, or rather more than 9,000*l.* currency a year, exclusive, of course, of all proceeds of local rates appropriated by couriers and postmasters, as to the amount of which, probably not inconsiderable, we have no information. It does not appear what proportion the British and packet postage collected bore to the provincial, though it must doubtless have been considerably higher than during the same period in Canada. The proportional amount paid for official postage we find to have

Proportion of British and packet postage.

\* In Cape Breton and Prince Edward's Island, and perhaps at some way-offices elsewhere, newspapers as well as letters are subjected to the postmaster's extra charge, so often alluded to.

† The Clerk of the Legislative Council of Nova Scotia further states, that official communications to him pass free through the post-office, but to what extent and on what grounds do not appear.

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have been much less than in Canada. So far as we can ascertain, there was paid in the three years—

Proportion of official postage.

	£.	s.	d.
For civil department postage, about - -	2,997	17	11 $\frac{1}{4}$
For military " " - - -	4,379	7	6 $\frac{1}{4}$
Making a Total of - - -	£. 7,377	5	5 $\frac{1}{2}$

or 27 per cent. very nearly of the whole sum collected. In Canada, for the same period, it was about 43 per cent.

It is apparent, however, that the amount of private correspondence passing through the post in the lower provinces is considerably less in proportion to their population than in Canada. For the three years, the average contribution of each adult to the post-office revenue is shewn, by a table which we have inserted in the Appendix, to have been not quite 10*d.* currency a year. In Canada, it was about 1*s.* 3*d.*; and for the last year of the three, as we have seen, more than 1*s.* 4*d.* currency. Mr. Howe was unable to furnish an estimate of the number of letters mailed in one year within his charge; and therefore we cannot say with confidence what is the average rate of postage on a single letter; but the presumption is, that it must be higher than the Canadian average rate; for though the country as a whole is less extended, and the rates for short distances are in some parts of it lower, they are certainly not lower between the places which have the most inter-correspondence, and the remailing system greatly increases the amount. We have, upon the whole, adopted the conclusion, that the same amount of revenue would indicate a larger amount of actual correspondence in Canada than in the lower provinces.

Less private correspondence than in Canada.

The table we have referred to further shows the average contribution of each adult to be higher for the province of Nova Scotia than for New Brunswick, where, indeed, it is even found to be considerably lower than in Lower Canada,—a result which it is impossible not to ascribe in a great degree to the comparatively small number of places where letters can be posted or delivered. In the four north-eastern countries, where there are more way-offices than in most of the others, and where the course of trade and travel offers fewer facilities for correspondence by private hand, the average is higher (1*s.* 2*d.*) than for any other district of the lower provinces, except the county of Halifax, where alone we find an average (3*s.* 5  $\frac{1}{2}$  *d.*) at all indicative of a town population. In the counties of St. John and Charlotte, where also from the size and commercial importance of the towns, the amount of postage collected should be large, the average (11  $\frac{1}{4}$  *d.* in the one, and 9  $\frac{1}{2}$  *d.* in the other) is hardly that of Lower Canada. For the other five counties of New Brunswick, the worst supplied with offices, it is lower still; the lowest, in fact, we believe, for any district of equal size in British North America. For Cape Breton, where, however, there is much more perquisite postage paid than anywhere else, and for the eight western counties of Nova Scotia, it is between 5*d.* and 6*d.*, and for the five eastern counties about 8*d.* In Prince Edward's Island it is not far from 7*d.*

Less in New Brunswick than in Nova Scotia.

The best consideration we have been able to give to such returns as bear upon the question of expenditure, leads to the conclusion, that from the 27,206*l.* currency received as postage between July 1837 and July 1840, for the several branches of the service, the expenditure has been in the following proportion :

Expenditure of department.

For administration :	Currency.	£.	s.	d.
Salaries, about - -	£. 5,300			
Incidentals - - -	1,350			
		6,650	-	- currency.
For mail conveyance, about - - -		12,830	-	- „
TOTAL - - -	£.	19,480	-	- „

The balance of about 7,720*l.* is thus accounted for by Mr. Howe : he remitted to the general post-office during the three years, 7,453*l.* 3*s.* 8*d.* currency, at a cost of 264*l.* 14*s.* 10  $\frac{1}{2}$  *d.* currency incurred in the purchase of coin.

Remittances to General Post-office, London.

It is scarcely necessary to observe, that these amounts by no means exhibit the real profits, expenses or resources of the department in the lower provinces.

To shew these satisfactorily, it would be necessary to go into farther calculations like those we have made for Canada, a task which our limited information renders impossible.



Department has, in fact, no surplus revenue.

As to the real profits of the department, it is enough to say that the sums paid by the provinces during the three years in aid of its operations have equalled if not exceeded the amount of the Deputy Postmaster-general's remittances to England, so that it can hardly be said that there was any net income at all. We presume that the new arrangement made in 1840 with regard to the grants from Nova Scotia, must have had the effect, since the period to which our returns relate, of very much lessening these remittances, perhaps of putting a stop to them altogether.

The real expenses of the department for mail conveyance exceeded the sum above mentioned by the amount of the courier's grants and perquisites, which may safely be taken, as we have already shown, to raise them to 21,000*l.* currency. To the expenses of administration, it would be necessary to add the sums received for newspapers, the commission on United States' postage, the perquisite rates levied by keepers of way-offices and by town letter-carriers, and the value of the franking privilege; but on most of these points our information is too imperfect to warrant even a conjectural estimate of their amount.

On this subject, generally, we would direct attention to the details which will be found in the Appendix, remarking only that, so far as we can judge, the number of newspapers mailed bears nearly the same proportion to that of letters as in Canada, though the revenue they yield is considerably less; and that the correspondence of the lower provinces with the United States is less in proportion than in Canada, and therefore contributes less to its indirect resources. The postmaster at St. Andrew's returns his collection of United States' postage for the year ended 30 September 1840, at 1,404*l.* 16*s.* 7½*d.* currency, which is less than one-eighth of the amount collected within the same year in Canada; while the ordinary letter postage revenue of the lower provinces for the three years ending in July 1840, was more than one-fifth of that of Canada, exclusive, indeed, in both cases of official postage, more than one-fourth.

Newfoundland

There is but one post-office in Newfoundland, at St. John, the capital town of the province. A despatch addressed to the late Lord Sydenham by the late Governor, Captain Prescott, which has been referred to us for our information, and which we have inserted in the Appendix, states that the Postmaster, Mr. Solomon, holds his appointment direct from the Postmaster-general, and is allowed by the general post-office a salary of 100*l.* sterling a year. Till last summer the appointment was a provincial one, and its entire emoluments (some 30*l.* or 40*l.* per annum) were derived from certain extra charges on letters and newspapers, authorized by the Governor. Communication is kept up with Halifax by packet-vessels, which meet the steam-ships to and from England, and occasionally letters are sent by other vessels. But there is no inland post conveyance whatever, and Captain Prescott states that the greater part even of the correspondence which passes by mail to and from Halifax and Great Britain is official.

and Bermuda post-offices.

In Bermuda, as we are informed by a similar despatch from Governor Reid, which also will be found in the Appendix, two attempts have been made to establish a local Post-office department by provincial legislation, but the only internal communication established in consequence is between St. George's Island, the landing-place of the English mails, and the central town of Hamilton.

At the former of these places there is a Deputy Postmaster-general appointed, as we understand, by the Postmaster-general, and at the latter a postmaster, whose office was established by provincial enactment. These two officers share between them the proceeds of the inland rates, and the Deputy Postmaster-general has, besides, a salary of 70*l.* a year.

The province further makes them a trifling grant for conveying the mails backwards and forwards.

A line of Halifax packets, in connexion with the steam-ships, keeps up a regular communication to and from the islands.

Leading defects of present system.

The Post-office department in British North America is marked by two leading defects in its constitution—the want of uniformity in the principles upon which it is conducted by two Deputy Postmasters-general of co-ordinate and independent authority, and the absence not only of responsibility to the executive or representative authorities in the colonies, but of all real responsibility to the head of the department in England.

Want of uniformity.

In proof of the first of these propositions, we have only to refer to our statement of the incongruous practices prevailing in Canada and the lower provinces.

The

The commissions and instructions under which the Deputy Postmasters-general act, do not recognize the existence of any local authority to whom they are to report their proceedings, or from whom they are to receive directions. In these documents the Deputy Postmasters-general are regarded as the mere agents of the general post-office, to which all their reports are to be sent, and from whence all orders emanate. In certain exceptional cases, such as the late troubles in the Canadas, the Deputy Postmaster-general may have been directed to place himself, for specified purposes, under the orders of a provincial Executive. Of late years, also, the rule by which he was forbidden to communicate information on the state of the department to committees of the several legislatures has been relaxed or rescinded. Occasionally we have seen that under some peculiar circumstances an Executive or a House of Assembly has influenced, to a certain extent, the action of the post-office. In Nova Scotia, where this influence has most prevailed, although, from a variety of causes, it operated very anomalously, it cannot be denied that it had the effect at least of putting the department on a better footing, and rendering it more popular than in New Brunswick, where, though under the same administration, this sort of influence has been but little felt. Of the provinces of British North America it may be observed generally, that in practice there has been somewhat more intercourse between the Executive and the post-office authorities than the theory would suggest, but it has always been of an irregular and unsatisfactory character.

Deputy Postmaster-general not responsible to provincial authorities.

The responsibility to the head of the department in England, however complete in theory, in practice is little better than nominal. The ordinary proceedings of the provincial post-office are almost unknown to the Postmaster-general, and upon questions of graver importance and more unusual character, the decision of the imperial authorities must be mainly influenced by the report of the Deputy Postmaster-general, even though they affect his own pecuniary interest, the extent of the business of his office, or the manner in which he executes his functions.

Nor yet effectively responsible to Postmaster-general in England.

All applications and complaints are addressed to the Deputy Postmaster-general, and, in the majority of cases, finally determined by him. Whenever an appeal is made from his decision, the Postmaster-general is placed by distance and untoward circumstances in a false and embarrassing position. He has no officer whom he can send to investigate the circumstance on the spot, nor any independent means of inquiring into disputed facts or alleged grievances. There is evidence that, in this respect, the condition of the department has not been considered satisfactory, in the fact that, since the appointment of this Commission, the Postmaster-general has seen fit, on more than one occasion, to refer to us for our report on recommendations sent to his Lordship by the Deputy Postmaster-general.

We beg leave also to refer to two series of correspondence in the Appendix, as evidence of the working of the system. The first arose out of a robbery of the mail in the year 1835, on which occasion a letter covering a remittance of money addressed to Mr. Benjamin Brewster, of Montreal, was stolen, along with the other contents of the mail-bag. The contractors, whose carelessness had afforded to the guilty parties the opportunity of committing the robbery, became liable by the terms of their contract to make good the whole of the loss. They settled the matter by the payment of a round sum to the Deputy Postmaster-general, out of which Mr. Brewster received the amount of his loss without interest, and nearly the whole of the money he had expended in seeking to recover it. The robbery was committed on the 17th February 1835; the money was paid by the contractors on the 23d May 1837, and Mr. Brewster received his share on the 28th May 1838. Some portion of the correspondence, which extends over a period of more than three years, are of an unpleasant and irritating character; and without intending to impute blame to either of the parties, we think it deserving of attention, as showing in how dilatory and unsatisfactory a manner such proceedings in the present condition of the department must necessarily be conducted.

Examples of this.

Mr. Brewster's case.

The other series relates to a matter of greater importance, to which in another part of this report we have briefly alluded. In the year 1840 an arrangement was suggested to the Deputy Postmaster-general, with the object of relieving Mr. Porteous, the postmaster of Montreal, from duties which were becoming too onerous for a gentleman of his advanced years and infirm health.

Recent appointments to surveyorships.



In the absence of a fund for providing retired allowances for old officers of the department, it was proposed that the nephew of Mr. Porteous, then post-office surveyor in Upper Canada, should be promoted to the post-office in Montreal, with an understanding that his uncle should receive an allowance for life out of the emoluments of his new situation. Under the peculiar circumstances of the case, the Deputy Postmaster-general consented to this arrangement, feeling, however, that the proceeding was somewhat irregular, and one which must not be used as a precedent hereafter. Mr. Andrew Porteous consequently resigned the postmastership of Montreal, and Mr. James Porteous the surveyorship of Upper Canada. To the vacant surveyorship thus created, Mr. Stayner appointed his own nephew, Mr. Edward Freer. These appointments, having been submitted to the Postmaster-general, were sanctioned by his Lordship in a letter dated 19 October 1840.

It appears, however, that up to the present day (December 7th, 1841), Mr. Freer has never entered upon his duties as surveyor, but continues to act as clerk in the Deputy Postmaster-general's office at Quebec.

On the 6th January 1841, Mr. Berczy, the postmaster at Toronto, was appointed temporary and "resident surveyor," and is entitled to receive the salary of that office up to the 15th June, on which day Mr. Richardson, the postmaster at Brantford, was selected in place of Mr. Berczy, to perform Mr. Freer's duties.

The opinion we formerly expressed on the appointment of Mr. Berczy to this important office has only been strengthened by time and mature reflection. The phrase "resident surveyor," has always appeared to use little less than a contradiction in terms; and so indeed it must have appeared to Mr. Stayner, for before he appointed Mr. Richardson to the temporary office of acting surveyor, we find him insisting on Mr. Richardson's procuring a temporary substitute to perform the duties of acting postmaster at Brantford. So also it must have appeared to Mr. Berczy, who acknowledges in his letter of the 15th June that the public service was suffering detriment from the arrangement of the preceding January: "There are," he says, "many applications for new offices that I think should be attended to without delay." We observe, also, that whilst Mr. Berczy at Toronto was nominally holding the situation, Mr. Richardson was, on more than one occasion, withdrawn from his post-office at Brantford to perform some of the real duties of surveyor to which Mr. Berczy was unable to attend.

A letter on this subject addressed to the Commission by the Deputy Postmaster-general will be found in the Appendix. To that letter we must refer for the explanation of the views with which these proceedings were adopted. Mr. Stayner has declined laying before us his correspondence with Mr. Berczy, on the ground that it was of a private nature. The final arrangements with Mr. Richardson were conducted orally, and we are therefore unable to state whether Mr. Muirhead, the present acting postmaster of Brantford, is or is not the assistant in Mr. Richardson's office, to whom Mr. Stayner's letter of the 15th June alludes. It has been thought right to conceal from the Postmaster-general all knowledge of the facts that occurred since his Lordship's approval on the 19th October 1840 of Mr. Freer's appointment. His Lordship has been suffered to remain under the erroneous impression that Mr. Freer is discharging the duties of his office in Upper Canada, whilst in reality he is employed as clerk in the post-office at Quebec, and in utter ignorance of the arrangements by which for nearly a year the important duties of surveyor have been irregularly and imperfectly discharged. This concealment appears to us to be contrary to the spirit, if not the letter, of the Deputy Postmaster-general's instructions, which require that he shall, by the first opportunity, "acquaint the Postmaster-general with all the appointments he shall make on the death or removal of any of the deputies" (postmasters).

The Postmaster-general has not been informed of the removal of Mr. Richardson from Brantford, or the appointment of Mr. Muirhead to that office. In the year 1828, when those instructions were issued, the office of surveyor was not in existence; had it been in existence, we cannot doubt that it would have been expressly named in the instructions, and the Deputy Postmaster-general's power of appointment to it subjected to the same regulations as in the case of postmasters.

The distance, it is true, might have rendered it difficult, impossible perhaps, to obtain the Postmaster-general's sanction of all the temporary arrangements  
detailed

detailed in the correspondence ; but that has been one of our chief reasons for dwelling as we have done upon these facts. We think it a forcible argument for the recognition of some provincial authority to which matters of this kind might be conveniently referred, in order that arrangements, calculated to promote the efficiency of the department, may be sanctioned without delay, and that such as might appear irregular in practice, unjust in principle, or likely to prove injurious to the service, may be immediately forbidden.

A department constituted in the manner we have described could scarcely have escaped unpopularity. Power, however purely exercised, if subjected to no popular control, and to but little check of any kind, will always be liable to suspicion. Concealment creates jealousy and distrust, but if to this we add the fact that from some of the colonies, the Canadas especially, a large surplus revenue has been annually remitted to England, the public dissatisfaction will appear natural enough, even though the expediency of the changes we are about to recommend should not be admitted.

It has been already stated that in the year 1834 a Bill was prepared in England, under the direction of the Postmaster-general, for the purpose of remodelling the post-office in these colonies ; amongst other provisions contained in that measure, it was proposed to form the whole of British North America into one charge, and the surplus revenue, instead of being remitted to England, was to have been distributed in certain proportions amongst the several provinces. Had it passed into a law, the effect of that measure would have been to remove some, but not all, the defects of the present system ; but it was prepared unfortunately with a view to its being submitted for enactment to each of the colonial legislatures, an error sufficient in itself to have rendered the success of the project almost impossible.

There was an admitted necessity for uniformity in the leading features of the system, as well in its relations with the several provinces as with the other parts of the empire ; but it was too much to expect that all those independent, not to say conflicting legislatures, each more or less ignorant of the subject, and some influenced by no friendly spirit, would have agreed upon all the details of a very complicated plan. When colonies begin to legislate, one of their first impulses is to make even an unnecessary display of independence by acting to the full extent of their powers, and we have seen accordingly that in every province where the subject was taken up at all, the Parliament evinced a strong desire for an independent post-office, overlooking in their love of self-assertion, all the obstructions, incongruities and extravagance which must necessarily be produced by a conflict of many provincial departments, each having separate officers, accounts, contracts, rates and regulations of its own. The result of this attempt has already been described—it failed completely ; but even if it had succeeded, the proposed measure was calculated to afford only an incomplete remedy for existing defects, whilst on the other hand it would have introduced difficulties from which the present system is free. To erect a post-office which in each particular colony would be the creature of its own legislative act would have been an admission that the paramount authority is vested in the provincial government, whilst the details of the measure inconsistently denied to them the smallest share of practical control over the administration of the department. No single legislature, notwithstanding the concession of this important principle, could have introduced further changes, however necessary in a system the very existence of which depended on its unbroken uniformity throughout the whole of the provinces. The head of the department, with enlarged authority, would have become more independent than ever of provincial control. He would, it is true, according to the letter of the law, be still subordinate to the Postmaster-general, but the authority of the latter would have been impaired, and the control which he is supposed to exercise, virtually abandoned in principle, would soon have become perfectly illusory in practice.

The fact, however, that the imperial authorities had consented to the principles of the Bill of 1834, is one the importance of which we cannot but estimate very highly, inasmuch as by encouraging the hope that the Government will not now refuse to confirm the generous sacrifice of income it was then prepared to make, it emboldens us confidently to recommend the adoption of some of the leading ideas embodied in that liberal though unsuccessful measure. It has almost ceased to be a question with us, whether, with a view to the remodelling of the provincial post-office, the Imperial Parliament should divest itself of any portion of its functions in favour of the provincial legislatures. We see no reason to

Necessary unpopularity of such a system.

Bill of 1834 right in proposing one Deputy Postmaster-general only, and the relinquishment of the surplus revenue ;

but otherwise in error.

Importance, however, of concessions then intended.

Provincial legislation not called for ;

and probably, in-

doubt



deed, no legislation at all.

doubt that the whole, or nearly the whole, of a satisfactory plan might be arranged by the Lords of the Treasury and the Postmaster-general, and carried out by their authority alone, under the extensive powers in relation to colonial matters, already conferred upon them by the Act of the 3 & 4 Vict. ; but at the same time we are of opinion, that the time is now come when the Postmaster-general should consent to transfer to the executive authorities in the provinces some portion of that administrative control which, in his hands, is little better than nominal.

The remedy simple.

We do not conceal from ourselves that the question is surrounded by difficulties ; but much consideration of its tangled details has led us to adopt a very simple view of the subject, which we venture to submit as that to which there are the fewest serious objections, and which we think the best calculated to meet the wishes of those who desire to see the efficiency of the department increased, and its popularity restored by means of safe and feasible reforms.

Deputy Postmaster-general should be placed under the Governor-general's orders.

It has appeared to us, that the mere introduction of a few sentences into the commission and instructions of the Deputy Postmaster-general, requiring him to obey in all things lawful the orders of the Governor-general, as well as those of the Lords of the Treasury and the Postmaster-general, might be made the means of providing all needful subordination to provincial authority. The effect of this alteration would be to confer upon the Governor-general a sort of concurrent jurisdiction (if we may use that phrase), which could never by any possibility clash with that of the authorities at home, or impede the uniform working of the system, but would subject that officer to a real, because no longer a distant, responsibility, and introduce some measure of popular control, by making the local administrations answerable politically for abuses in the direction of the post-office.

Precedents for such an arrangement.

The introduction into the Deputy Postmaster-general's commission of a clause of this sort, though a novelty as regards the post-office, is not without precedent in other departments, subordinate as the post-office is to the Lords of the Treasury, or to the Secretaries of State. By a commission now before us, dated 13th November 1826, appointing John Davidson, Esq., Surveyor-general of Woods and Forests in Lower Canada, he is required "to follow such orders and directions as he shall from time to time receive, relating to the execution of the said office, from our said Commissioners of our Treasury for the time being, or from one of our Principal Secretaries of State, or from our Governor or officer administering for the time the government of our province of Lower Canada ;" and throughout the instructions of the same date, addressed to that gentleman, he is strictly enjoined, in nearly the same words, to obey all such orders and directions. A similar clause is contained in the commission of Mr. William Bowman Felton, the late Commissioner of Crown Lands for Lower Canada, and of Mr. Peter Robinson, late Commissioner of Crown Lands and Surveyor-general in Upper Canada.

There is also something analogous to this in the relations subsisting between officers of the Commissariat and the military authorities at their respective stations. Although the Commissariat is a branch of the Treasury, we believe that no difficulty arises from its being continually placed under the orders of officers whose authority emanates from the Horse Guards.

Arrangements for the lower provinces.

If this suggestion shall be deemed worthy of adoption, there is, in the fact that the administration of the Governor-general extends practically over Canada only, a difficulty to be obviated ; but it is one to which we have not omitted to turn our serious attention, and which we have not found insuperable. We would suggest that it should form a part of the working of the system, that the Governor-general should direct the Deputy Postmaster-general to defer to the wishes of the Lieutenant-governors of the lower provinces in all matters properly belonging to their respective governments, and not at variance with any principle, which, for the sake of uniformity, it might be essential to maintain. The Deputy Postmaster-general should give corresponding instructions to the surveyors for Nova Scotia and New Brunswick, and in this way all matters of minor import might be settled between the resident surveyor and the provincial government, and only those of greater consequence would require to be referred by the Lieutenant-governor to the Governor-general, or by the surveyor to the Deputy Postmaster-general. The Deputy Postmaster-general would become an administrative officer, with authority over the whole of British North America, but with responsibility equal to his power, and corresponding to the local extent of his authority. The several provincial governments would, to a certain extent, control his movements, and thus the post-office would be brought under

General working of the proposed system.

under some such parliamentary superintendence as applies to other departments, without rendering the Deputy Postmaster-general what, as an officer acting in more provinces than one, he could not be, the public servant of any. The patronage of the department might thus be placed in the same hands, and under the same conditions and limitations as other patronage. The whole arrangement would require only an official correspondence between the secretaries of the different provinces and the Deputy Postmaster-general, or his surveyors, which would not cause any material difficulty or inconvenience.

The relations existing between the department and the post-office authorities of the United States could not, it is true, be maintained under the proposed system; but as essential changes in those relations are required on other grounds (which it will presently be our duty to state), we cannot admit that this forms a solid objection to the project. The anomalous arrangement by which several officers of the department have become the paid servants of a foreign government, cannot, we humbly think, be suffered longer to continue.

It might probably be found necessary to the successful working of the proposed system, that the establishments of the Deputy Postmaster-general and the accountant should be permanently fixed at the seat of government in Canada.

The Deputy Postmaster-general's and Accountant's offices should be at the seat of Government in Canada;

We are aware of some plausible reasons which may be urged in favour of keeping these establishments at Quebec; speaking with reference to the whole of British North America, Quebec is more central than Kingston; it is nearer to the lower provinces, where, for some time to come, great changes of system and much attention to its working will be required. Quebec is moreover the terminus of the steam communication direct with England, and the place where the English mails to and from Canada are made up. But these considerations do not appear to us at all decisive of the question. The constant presence of a very active and intelligent postmaster is all that is absolutely required for these objects. The making up of the English mails is essentially a postmaster's duty, and if necessary, Quebec might also be made the usual residence of one of the surveyors. On the other hand, the easy communication of the head of the department with the Governor-general and his secretaries appears to us a much more vital consideration than any object that could possibly be gained by his permanent residence at Quebec. Such communications cannot be too prompt, frequent or unreserved; were they to pass by way of letters between Kingston and Quebec, one of two things must speedily happen,—they would become too infrequent to have the desired effect upon the post-office administration, or else create intolerable delays. In either case the effect would be the same, to reinstate the old irresponsible system; and so, by the disappointment of reasonable hopes, to increase the discontent of the community.

Halifax and Fredericton might each be the usual residence of a surveyor, who would be allowed an office and one or more clerks, in order to render the official correspondence with Nova Scotia and New Brunswick as easy as possible.

And Surveyors' offices at Halifax and Fredericton.

Five surveyors in all would probably be required, one for New Brunswick and Prince Edward Island, one for Nova Scotia, and three for Canada. The present division of Canada into two surveyors' districts allots, we think, too large a share of labour to those officers. The addition now proposed would allow of one of the surveyors spending a great part of the year at Quebec.

Number of surveyors.

Some increase in the force of the Deputy Postmaster-general's immediate office would be required. Perhaps one additional clerk might suffice, as the appointment of the surveyors for the lower provinces would materially diminish the amount of correspondence which the Deputy Postmaster-general would otherwise have to conduct. If some further increase in his establishment be found necessary hereafter, it is among the advantages of the plan we propose, that such necessity would be easily decided upon by competent and impartial authority, and the assistance granted without delay.

Force of Deputy Postmaster-general's office.

The propriety of removing the accountant's establishment to the seat of government is based upon the same grounds. He also should be required to receive orders from the Governor-general; and he certainly ought not to be placed in any way under the orders or direct control of the Deputy Postmaster-general, whose accounts he is charged with auditing. We do not consider this the fittest opportunity for going into a detail of the changes desirable in the routine duties of the accountant's branch; but we may observe that his present force of two clerks is by no means adequate to the discharge of the new duties which

Accountant should also be under Governor-general's orders, and not under Deputy Postmaster-general's.

Increase of his establishment.



which would devolve upon him on the completion of the arrangements we have the honour to recommend.

No revenue to be remitted to General Post-office, London.

We have already intimated an opinion, that no remittance of surplus revenue should hereafter be exacted by England from the provincial office. This is a point on which the public wishes have been so decidedly expressed, that we should have no hope of any arrangement from which this principle was excluded, being satisfactory to the people of British North America.

Arrangement on this head proposed in 1834.

Difficulties in the way of its being carried out.

The Bill of 1834 proposed to divide the surplus amongst the provinces, in proportion to the gross amount of postage collected in each; and in the case of a deficit, to require contributions in the same proportion. We see no objection to this proposal on the score of fairness; but we should apprehend great practical difficulty in carrying out any measure that assumes either surplus or deficit as a matter of ordinary occurrence. On the one hand, if the provincial legislatures are to be taught to look to the post-office as a source of revenue, the temptation to undue interference with the department becomes great, and there will be much difficulty in satisfying all the provinces that it is properly administered. Every increase of expenditure in one quarter of the country will be so much visibly taken from a revenue in which the others were entitled to share. In one province it may happen that a larger revenue is desired; in another a more liberal measure of post-office accommodation; a reduction of rates in a third. But if, on the other hand, a deficit is to be a thing of ordinary occurrence, the difficulty will be still greater and more immediate. Vexatious and injurious delays are to be apprehended at the very time when the money is most wanted; and we are not aware of the existence of any security by which so great a mischief may be prevented. It is scarcely necessary to point out the unpopularity which such demands upon the public purse must needs create, or the solid arguments which might be urged against any measure which would involve the necessity of having recourse to them.

The post-office should support itself, but not yield a revenue.

But if we suppose a middle course to be taken, by which the revenue and expenditure of the department shall be brought to correspond as nearly as possible, some local jealousies, it is true, might still be felt, but it would be in the power of the provincial authorities to secure, by careful surveillance, such a judicious system of management as would prevent all well-founded complaint, and eventually satisfy the public mind.

We are convinced that in a new country where correspondence is limited, and its conveyance therefore costly, the true principle is that, which would make the post-office simply a self-sustaining institution, contributing no revenue for general purposes, and asking no aid from general taxation. On the one hand, no worse tax for purposes of revenue can be devised; and on the other, it is clear that if there be at any time in the public chest more money than the establishments of the country require, a better use might be found for it than applying it to the mere conveyance and handling of letters, by expending it in the improvement of the roads along which they travel; for such improvements benefit the country, as well in its general business and intercourse as in the increase of its post accommodations. The truth of this principle is felt and acted upon in the United States.

Some of our correspondents have formed extravagant hopes from the expected surrender for provincial purposes of the surplus revenue, under the idea that it would be sufficient, or might be made sufficient, for the accomplishment of great improvements in the roads or other internal communications. Some, again, are disposed so to cut down the rates, and to incur such large expenses withal, as to render necessary new taxes for the maintenance of the post-office. But we set aside all such suggestions as inapplicable and extreme. We are of opinion that the postage rates should be so fixed as always to yield income enough, and never much more than enough, to provide liberally for the expenses of the department. If the calculations be carefully and prudently made, there will be no great risk of a deficit on the one hand; whilst on the other, increased facilities and accommodation, or a still further reduction of rates, may be introduced as the income improves.

Present rates universally felt to be too high.

It is felt almost universally throughout these colonies, that the existing rates of letter postage are too high. From every province, and almost from every district of British North America, we have received strong remonstrances against the continuance of the present scale; and how much soever our correspondents may differ as to details, it will be seen from the Appendix, that whether the question be

be treated as affecting the revenue of the department, or the social and commercial interests of the country, they concur generally in urging the necessity of some considerable reduction. The extent to which correspondence is repressed by those high charges must be mere matter of conjecture; but as a chief inducement to the illicit traffic in letters, some idea may be formed of their injurious effect upon the revenue from the following statement, abridged from communications addressed to us by persons of respectable station resident in all parts of the country. The printed correspondence will shew that the names here given are but a selection.

Great amount of correspondence carried on every where otherwise than by mail--

From the western section of what was lately Upper Canada, Colonel Furlong, the officer commanding on the frontier, and stationed at Amherstburg, writes, that letters are there forwarded by private hand on all occasions. Mr. Jones, the registrar for the county of Kent, writes from Port Sarnia, that the letters sent privately within the district (the western) are about one-third of its unofficial correspondence. Mr. Ermatinger, the postmaster of St. Thomas, in the adjoining district of London, estimates them for the route between Quebec and the head of Lake Ontario at nearly one-half of the whole correspondence. Mr. Wilkes, a lawyer residing at Brantford, in the Gore District, thinks, that for the whole province they form at least the half of all letters actually sent. From Hamilton, Mr. Ritchie, the postmaster, and Mr. Ferrie, the late M. P. P. for the town, speak of the almost universal prevalence of the practice.

In Western Canada.

In Gore district.

On the Niagara frontier, Messrs. Hepburne, Stayner and Davidson, the postmasters at Chippawa, Queenston and Niagara, speak of their number as very great. And Mr. Rykert, late a member of the Parliament of Upper Canada, residing at St. Catherine's, thinks them at least equal to those mailed.

In Niagara district.

Mr. Howard, the late postmaster at Toronto, now resident at Trafalgar, thinks that, exclusive of letters franked by postmasters, those sent by private hand equal the number mailed.

In Home district.

Similar opinions are expressed by persons residing at Toronto: by Mr. Berczy, the postmaster, the Honourable John Macaulay, late postmaster at Kingston, the Reverend J. Roaf, Mr. Hawke, the emigrant agent, Messrs. J. S. Baldwin, J. D. Harris, and others; as well as from the country lying behind Toronto, by Captain Steele, M. P. P. of Medonte, and Mr. Hamilton, the postmaster at Penetanguishene.

Mr. E. Perry, a merchant of Cobourg, is of opinion that five-sixths of all the letters passing between places on the lake shore, in summer evade the mail. Messrs. Ferguson and Sandford, of Peterborough, in the rear of Cobourg, the latter the postmaster of the place, represent the proportion there as very large at all seasons. Mr. Bockus, late member of Parliament for the county of Prince Edward, on the Bay of Quinté, writes from Pictou, that not more than half the correspondence of that place is carried by mail; and the Baron de Rottenburg, an officer stationed at Belleville, also on the Bay of Quinté, says, that in that neighbourhood, in summer, the greater part is carried privately by the steam-boats.

And throughout other districts on Lake Ontario.

Mr. Harper, the cashier of the Bank of the Midland District of Kingston, estimates the letters sent by private hand at full one-fourth of the correspondence of the country. Mr. H. Lusher, of Bath, in the same district, thinks, that in summer it amounts to as much as one-half of the whole.

Messrs. Jones and Wood, the postmasters at Prescott and Cornwall, estimate the amount of correspondence sent by private hand, on the route between Quebec and Toronto, the former at one-third, the latter, as far at least as regards business letters, at more than one-half.

In Eastern districts of Upper Canada bordering on the St. Lawrence.

From the districts bordering on the Ottawa, Mr. Pridham, postmaster at Grenville, writes, that he thinks there is more illicit correspondence on the route between Montreal and Bytown than on any other; and Mr. Stevenson, the collector of timber dues, and agent of the Midland District Bank at Bytown, and the Honourable A. Grant, of L'Original, both testify to the great extent to which the practice prevails in their respective neighbourhoods.

And in districts lying on the Ottawa.

The Board of Trade of Montreal give it as their decided opinion, that much less than half the correspondence of the country goes by mail. Mr. Castle, of the City Bank, speaks of the immense amount of correspondence that evades the mail on every route. Mr. Dunscomb, the M. P. P. for the county of Beauharnois, thinks that in summer nineteen-twentieths of all the correspondence

In districts between Montreal and Quebec.

between



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between Quebec and Montreal, and one-half on all other routes, is by private hand, in winter perhaps not more than one-eighth. Messrs. Dougall, Stephens, Young, Gethings, Sheppard, and many others in Montreal and elsewhere, all agree in stating the illicit conveyance of letters between Quebec and Montreal to be far more than the mail; and Messrs. Wilson and Cullen, the superintendents of the news-rooms of the two cities, through whose agency most of this correspondence was carried on, give a variety of details establishing the fact in a very decisive manner. The contract, however, for the conveyance of the mail in steam-boats made during the last summer has much lessened this evil, but we are unable to say exactly to what extent.

Eastern town-

From the eastern townships the accounts are more conflicting. Some of our correspondents represent the amount of private conveyance of letters in their neighbourhood as very trifling; others again state the reverse. Colonel Nickle, an officer commanding on particular service, and stationed at Hatley, says the number of letters passing otherwise than by mail is immense on all routes. Mr. Fraser, the Commissioner of the British American Land Company, stationed at Sherbrooke, thinks the proportion large. Mr. Rea, of Compton, a postmaster and magistrate, with extensive means of information, says one-half of all letters in the townships are carried otherwise than by mail. The Reverend Mr. Balfour, of Shefford, makes the amount two-thirds.

And below Quebec.

Below Quebec, the Honourable A. Dioune, of Kamouraska, on the main route to the lower provinces, says the number is very great. The postmaster at Carleton, in the district of Gaspé, Mr. Meagher, and the Grand Voyer of the district, Mr. M'Rae, represent that in summer the great bulk of the correspondence of the district with Quebec, and places above it, passes by coasting vessels.

In Western counties  
of New Brunswick.

It is from the lower provinces, however, that we have received the most startling statements. The postmaster at Woodstock, New Brunswick, Mr. English, thinks that full one-half of all the correspondence of the province is by private hand, and Mr. M'Connell, a member of the provincial Parliament, also resident at Woodstock, agrees with him in that opinion. Mr. G. F. Williams, of the same place, raises the estimate to two-thirds; Mr. Phair, the postmaster at Fredericton, places it at nine-tenths; Mr. A. Scott, of the same place, at three-fourths for the whole western section of New Brunswick; Assistant Commissary-general Robinson, at three-fourths between Fredericton and St. John; Mr. L. A. Wilmot, Queen's Counsel, at 10 to 1; Mr. J. F. Smith, at 20 to 1; and Mr. Asa Coy, at 99 to 1, still between the same two places.

The Honourable G. F. Street, of Fredericton, solicitor-general for New Brunswick, and Mr. G. Wheeler, advocate of St. John, speak of the practice as universal. The Honourable W. B. Kinnear, recorder of St. John, and a member of the Legislative Council, is satisfied that 11-12ths of the law correspondence in the province is carried on by other than mail conveyance.

Messrs. James Whitney, Isaac Woodward, M. P. P., and W. H. Street, write that three-fourths of all letters in the province, and Mr. L. Donaldson, chairman of the Board of Trade, that at least three-fourths on the routes to Fredericton and St. Andrew's, are thus conveyed.

From St. Andrew's in Charlotte county, on the United States frontier, the Honourable Harris Hatch writes, that in summer two-thirds, and in winter nearly half of all the letters of the neighbourhood pass otherwise than by mail; and his opinion is referred to and supported by several other individuals. One gentleman, the Honourable F. Wyer, goes so far as to speak of this correspondence as in summer 100 to 1, and in winter 50 to 1.

Mr. G. M. Porter, of St. Stephen's, in the same county, says, that three-fourths of the correspondence of that place with St. Andrew's and St. John, the places most connected with it commercially, are sent by private hand.

In Eastern New  
Brunswick.

Mr. Bonnell, postmaster at Gage Town, between Fredericton and St. John, says, that no letters are ever mailed in his neighbourhood, except such as may be particularly important, perhaps one-third of all.

Mr. Vail, postmaster at Sussex Vale, on the main route from St. John and Fredericton to Halifax, thinks that less than one-third of all letters passing on his route go by post. Mr. Milner, the postmaster at Dorchester, on the same route, says, that he thinks the proportion is there about half. The Rev. Dr. Jarvis, of Shediac, on the eastern coast, and Messrs. Rankin and Street, of Miramichi, members of Parliament, with a number of other gentlemen of that place,

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place, concur in fixing the proportion for that section of the country at two-thirds.

From Halifax less is said on this subject than from most other parts of Nova Scotia; but Sir R. D. George, the late provincial secretary, the Honourable H. Bell, of the Legislative Council, and Deputy Commissary-general Hewetson, speak of the proportion of letters not sent by mail as large. The Honourable S. G. W. Archibald, late Attorney-general and Speaker of the Assembly, says, "An immense number of letters is carried by coasting vessels, and also by land travelling, by waggons, stage-coaches, and other conveyances." The Honourable Joseph Howe, the present Speaker of the House, says, "Every boat and coasting-vessel carries letters, so does every teamster and passenger in a stage-coach; the number so conveyed must be enormous."

In Nova Scotia.

Messrs. Dimock and Smith, members of Parliament, residing in Hants county, Mr. Beckwith, another member, living in the county of King's, and Messrs. Ratchford and Hutchinson, the postmasters of Parrsborough and Kentville, also in King's county, rate the proportion in their neighbourhood at about half. Mr. Morton, late a member of Parliament, writes from Cornwallis, in the same county, that the correspondence from the interior is nearly all by private hand.

Counties of Hants and King's.

Mr. Chipman, M. P. P. of Laurencetown, in Annapolis county, rates the letters not sent by mail at two or three to one.

Western counties.

Mr. Gates, M. P. P. of Annapolis, says, they far exceed in number those mailed.

And Mr. Cowling, the postmaster of the place, says, they form a large proportion of those sent from Annapolis in the direction of Halifax, and nearly all those sent to and beyond St. John, New Brunswick.

From Digby, Mr. Stewart, the postmaster, writes, that they are 10 to 1 of all letters sent thence to St. John; and Mr. Holdsworth, M. P. P. of the same place, states, that this is the general opinion; adding, that of all letters sent from Digby eastward, and to the United States, they are four to one, and westward, two to one.

Mr. Clements, M. P. P. of Yarmouth, at the western extremity of the Peninsula, a place only second in Nova Scotia to Halifax in the extent of its commerce, says, that a very large proportion of its letters are carried in all directions by coasters. The Messrs. Sargent, of Barrington, on the southern coast, say, that the proportion of letters so sent from that place is 10 or 20 to 1 during the coasting season. And from Lunenburg, about half way between Halifax and Barrington, Mr. Heckman and several other gentlemen write, that the weekly coasting-packet alone to and from Halifax carries on an average 140 letters a trip, while the mail does not average 20.

Few of our correspondents in the eastern counties of Nova Scotia and from Prince Edward's Island say much on the subject; and probably the proportion is less there than in the western.

In Eastern counties and Prince Edward's Island.

Mr. Ross, however, the postmaster at Pictou, states, that more than two-thirds of the correspondence of that place with Halifax is not borne by the mail; and all who allude to the subject in Prince Edward's Island (among others, Mr. Hodgson, the attorney-general,) concur in stating, that less than half the letters passing between the island and the mainland go by post.

It is not easy to say what precise extent of influence the present rates of postage may have in producing this unsatisfactory state of things. Most of our correspondents speak of them as the main cause, and many seem to be hardly aware of the existence of any other. Public opinion, on the whole, we should judge, rather over-estimates its comparative importance.

To what extent caused by high rates.

In many cases it is clear that other causes, such as a want of post-offices, an inconvenient arrangement of office hours, or the infrequency or slowness of the mail, contribute to produce the result. Still the fact remains unquestionable that the rates of postage are every where thought too high, and that this is every where a chief, although not the only cause of so large an amount of correspondence being unlawfully conveyed.

We may add, that the present rates are most inconveniently complex, both in number and amount;\* that they are considerably higher for most distances than those

Present rates too complex as well as too high.

\* Such as 4½ d., 7 d., 11 d., &c.—amounts which could never have been fixed upon, except as a consequence of the sterling rates of 4 d., 6 d., 10 d., &c., requiring to be converted into currency.



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those of the United States; that for all distances beyond 500 miles they exceed the rate to England; and that in the lower provinces they are still more complex, because wholly irregular in amount, besides being almost always higher than in Canada.

One uniform rate for all distances impossible.

Many persons throughout these provinces are desirous of seeing one uniform rate for all distances, but, upon considering this suggestion, supported though it be by the practice now in operation in England, and urged upon us by a number of respectable correspondents, we soon became convinced that, in the present condition of the department, we should not be justified in recommending the introduction of such a measure as would satisfy the advocates of the principle. It must be observed that it is not in uniformity alone, but in reduction also, that most of them desire to see some assimilation to the English practice; but if the necessity of preserving the self-sustaining character of the department be admitted, it will soon be perceived that reduction to such an extent is impracticable.

Cases of Great Britain and British North America not analogous.

In perusing the letters in which suggestions of this kind are offered, it has struck us occasionally that the writers have taken a mistaken view of the principle upon which the recent change in England was founded, and have failed consequently to make due allowance for the great difference in condition between the mother country and her colonies. In England the real question was, whether the monopoly of the conveyance of letters enjoyed by the Government ought to be continued as a source of general revenue. As the department yielded a surplus of more than 1,500,000*l.*, no question could have arisen as to the possibility of the country being called upon to contribute by some other tax to the support of the post-office. The Chancellor of the Exchequer did, it is true, think it right to obtain from the House of Commons a pledge that, if necessary, they would vote some new tax to supply any deficiency in the general revenue that might follow from the proposed reduction, because he did not choose to rely upon the calculations promising even an *increase* of general revenue, which were urged in favour of the penny-rate by the ardent supporters of Mr. Rowland Hill's project. But that was a precaution suggested by the state of the finances alone, and not by any apprehensions of such a falling off in the receipts of the post-office as might reduce them below the expenditure required for that service. It never was doubted that the penny-rate would be sufficient to keep the post-office out of debt. But it is our duty to show that in these provinces a great reduction in the present rates would have a very different effect, and must necessarily bring the receipts far below the expenditure of the department.

Mr. Hill stated on his examination by the Committee of the House of Commons in 1838, that the proportion of the cost of conveyance chargeable upon a single letter was in England less than a farthing, and that the expense of the general management of the department chargeable upon a single letter was about the same. He added, that the difference in the cost of conveyance upon a single letter for the longest or the shortest distance was "so trifling as not to be expressible in the smallest coin we have." The last of these three propositions was urged in favour of an uniform rate; the two former went to sustain the theory that the rate should be very low as well as uniform.

We have shown how different the case is in Canada. Here the expense of each single letter is about  $5\frac{1}{2}d.$ ; that is, for conveyance about  $3d.$ , and for management more than  $2\frac{1}{2}d.$  currency; but the lowest rate at present legally established in these provinces is  $4\frac{1}{2}d.$ ; and as the majority of the advocates of uniformity contemplate a rate lower than the lowest now in existence, it becomes almost superfluous to state that the reasoning by which Mr. Hill's views were supported in England is not applicable here. On the one hand, Mr. Hill's arguments in favour of uniformity cannot be applied to the circumstances of a country where the average rate of conveyance is  $3d.$  for each letter; whilst on the other, the income required for the support of the establishment would be annihilated by the proposed *reduction*. Not for the present alone, but for many years to come, we think it unreasonable to expect the establishment here of an uniform rate upon the English plan; and we spare ourselves, therefore, the trouble of making any calculations having that object in view. But we have turned our serious attention to reductions of a different character, such as will not be inconsistent with the self-sustaining character which the post-office ought to

Extent to which reductions can be safely carried.

to preserve, and may probably tend to promote the financial prosperity of the department by rendering it more popular than at present.

The return we have before cited shows the number of single letter charges (exclusive of Halifax packet letters) made in Canada,\* at each of the rates computed for the year ended in July 1840, with the nearest possible approach to precision. The contribution of each rate to the revenue appears to have been as follows:—

Operation of existing scale.

	Currency.		Single Letters.	Currency.		
	s.	d.		£.	s.	d.
For distances under 60 miles	-	-	416,000	7,800	-	-
from 60 to 100	-	-	130,000	3,791	13	4
„ 100 to 200	-	-	510,000	19,125	-	-
„ 200 to 300	-	-	150,000	6,875	-	-
„ 300 to 400	-	-	120,000	7,000	-	-
„ 400 to 500	-	-	30,000	2,000	-	-
„ 500 to 600	-	-	25,000	1,875	-	-
„ 600 to 700	-	-	12,000	1,000	-	-
„ 700 to 800	-	-	500	46	17	6
„ 800 to 900	-	-	5,500	572	18	4
„ 900 to 1,000	-	-	400	45	-	-
exceeding 1,000	-	-	600	75	-	-
TOTAL	-	-	1,400,000	50,206	9	2

The lowest and higher rates are those in regard to which reduction appears most loudly to be called for; the former having the effect of nearly prohibiting correspondence by post for distances under 30 miles, and the latter for all long distances. Only 74,000 rates out of 1,400,000 are charged for distances beyond 400 miles; and of these, a much larger proportion is levied on bulky official correspondence than is the case with the lower rates.

Where most demanding reduction.

The subjoined scale does little more than fix a maximum rate of 1s. 3d. currency for distances over 400 miles, and a minimum rate for those under 30. Its effect upon the revenue, supposing the number of letters unchanged, would be as follows:—

	Currency.		Letters.	Currency.		
	s.	d.		£.	s.	d.
For distances under 30 miles	-	-	277,334†	3,466	13	6
from 30 to 60	-	-	138,666	2,311	2	-
„ 60 to 100	-	-	130,000	3,250	-	-
„ 100 to 200	-	-	510,000	19,125	-	-
„ 200 to 300	-	-	150,000	6,875	-	-
„ 300 to 400	-	-	120,000	6,000	-	-
over 400	-	-	74,000	4,625	-	-
TOTAL	-	-	1,400,000	45,652	15	6

Conjectured effect of proposed scale, No. 1.

Showing a loss of 4,553l. 14s. 6d. on the year's postage. Half of this loss, however, would be at those offices where the postmasters are paid by an allowance of 20 per cent. ; so that 10 per cent. of it will fall upon the postmasters themselves, leaving the loss to the revenue about 4,098l. 7s. 1d. currency.

A considerable increase of correspondence would doubtless take place under such a scale on distances under 30 and over 400 miles, but the intermediate rates are so slightly affected that no material increase could be looked for on them. Indeed the two very important rates of 9d. and 11d. are not touched at all.

The

\* The want of a similar return from the lower provinces obliges us to base the whole of our calculations on Canadian data.

† This number, two-thirds of the whole number now passing for distances under 60 miles, is taken, because if a reduced rate for 30 miles be adopted, twice as many letters are in our opinion likely to be mailed for distances under 30 miles as for those between 30 and 60. At present this proportion by no means holds.



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The next scale proposes to reduce the 9*d.* rate to 7½*d.*, and the 11*d.* to 10*d.*, and would affect the revenue on the 1,400,000 letters in the following manner :—

Conjectured effect of proposed scale, No. 2.			Currency.		Letters.	Currency.		
			s.	d.		£.	s.	d.
	For distances under 30 miles	- -	-	3	277,334	3,466	13	6
	from 30 to 60	- -	-	4	138,666	2,311	2	-
	„ 60 to 100	- -	-	6	130,000	3,250	-	-
	„ 100 to 200	- -	-	7½	510,000	15,937	10	-
	„ 200 to 300	- -	-	10	150,000	6,250	-	-
	„ 300 to 400	- -	1	-	120,000	6,000	-	-
	over 400	- -	1	3	74,000	4,625	-	-
			TOTAL - -		1,400,000	41,840	5	6

making the loss 8,366*l.* 4*s.* 6*d.*, or, deducting the postmaster's share of one-tenth, 7,529*l.* 12*s.* 1*d.* We are not, however, of opinion that the slight reduction it proposes on the 9*d.* and 11*d.* rates would have much effect in the way of increasing the correspondence for those distances, or satisfying the public mind. A reduction of the 9*d.* and 11*d.* rates to 6*d.* and 9*d.*, and of the rate next below them to 5*d.*, is proposed in the next scale :—

Ditto, No. 3.			Currency.		Letters.	Currency.		
			s.	d.		£.	s.	d.
	For distances under 30 miles	- -	-	3	277,334	3,466	13	6
	from 30 to 60	- -	-	4	138,666	2,311	2	-
	„ 60 to 100	- -	-	5	130,000	2,708	6	8
	„ 100 to 200	- -	-	6	510,000	12,750	-	-
	„ 200 to 300	- -	-	9	150,000	5,625	-	-
	„ 300 to 400	- -	1	-	120,000	6,000	-	-
	over 400	- -	1	3	74,000	4,625	-	-
			TOTAL - -		1,400,000	37,486	2	2

The loss (allowing as before stated for the proportion falling on the postmasters) is 11,448*l.* 7*s.* 1*d.* But the salutary effects to be anticipated from a reduction to this extent of the rates for distances between 100 and 300 miles are in our opinion so great, that we think this scale preferable to either of the preceding. The inter-correspondence of the principal towns falls within these rates, and we, therefore, look upon such a reduction as calculated to add very greatly to the number of letters mailed, and to the general popularity of the department. A material objection to the scale in our view, however, is the number of rates it retains. The subjoined scale makes only five, and proposes some further reduction on the shortest and longest distances.

Ditto, No. 4.			Currency.		Letters.	Currency.		
			s.	d.		£.	s.	d.
	For distances under 30 miles	- -	-	2	277,334	2,311	2	4
	from 30 to 80	- -	-	4	203,666*	3,394	8	8
	„ 80 to 200	- -	-	6	575,000*	14,357	-	-
	„ 200 to 300	- -	-	9	150,000	5,625	-	-
	over 300	- -	1	-	194,000	9,700	-	-
			TOTAL - -		1,400,000	35,405	11	-

Reasons for preferring scale No. 4. The apparent loss by this estimate is 13,320*l.* 17*s.* 2*d.* or rather more than one-fourth of the present revenue; but besides the general advantage of its greater simplicity, we are led to think it will not, in practice, prove to be more hazardous than the last. We question whether, for distances under 30 miles, a 2*d.* rate is not likely to yield as large a revenue as one of 3*d.*; and for distances beyond 300 miles, we have little doubt 1*s.* would prove as productive as 1*s.* 3*d.* There is, besides, an obvious propriety in keeping the highest provincial rate perceptibly below the rate, 1*s.* 4*d.* fixed for English letters.

It

\* Assuming that half of the 130,000 letters mailed for distances ranging from 60 to 100 miles are carried less than 80 miles; and half, more.

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It is to be observed, that according to this scale the rates are lower than those in the United States, an object which for many reasons we think important; they are more easily convertible into American currency than the American rates are into Canadian; and the distances on which they are calculated correspond as nearly as the distances between the principal towns of British North America will allow with those of the American scale, thus materially facilitating the conversion of rates upon letters crossing the frontier. This will appear from a comparison of the two following scales:—

United States Rates.	Proposed British American Rates.
Under 30 miles, 3½d. currency, or 6¼ cents.	Under 30 miles, 2d. currency, or 3½ cents.
From 30 to 80, 6d.           "       10       "	From 30 to 80, 4d.           "       6¾       "
" 80 to 150, 7½d.       "       12½       "	" 80 to 200, 6d.       "       10       "
" 150 to 400, 11½d.     "       18¾       "	" 200 to 300, 9d.       "       15       "
Over 400,           1s. 3d.     "       25       "	Over 300,           1s.       "       20       "

Comparison of it with American scale.

We have not attempted to state in figures the effect upon the number of letters to be anticipated from the adoption of each of the above estimates, not because we have the least doubt of the tendency of a reduction of rates to cause an increase of correspondence by post, but because we are not in possession of sufficient data to enable us to estimate accurately the proportion such increase is likely to bear to the reduction. For the reasons already stated, we are of opinion that the last scale is not more hazardous than a less decisive measure of reduction would be. It is true that it would lead to little increase of official correspondence, as that is very slightly affected by the rate of postage. Nearly all the additional correspondence to be looked for will therefore be unofficial. And, as in Canada, the official postage for the year we have taken for our calculation was nearly half (about 12-25ths) of the gross receipts, and the probable loss on the 1,400,000 letters has been estimated at rather more than one-third of the revenue they may be expected to yield at the proposed rates, it follows that in round numbers the unofficial correspondence of the province should increase about 66 per cent. to sustain the revenue at its present amount. This we are not sanguine enough to expect at first; but we cannot lose sight of the fact that, without any reduction of rates, it rose 20 per cent. for the last year of which we have any return. An increase of 33 per cent. will leave the revenue to be affected only by the falling off in official postage; and this or a greater increase may be confidently anticipated even for the first year of the new system. A few years under the proposed scale cannot fail, in our opinion, to raise the revenue of the Canadian post-office beyond its present amount. We do not hesitate, therefore, to recommend this scale as the one which combines the greatest amount of public advantage with the least risk of loss to the revenue.

Its probable effect on the revenue.

In these provinces, as formerly in England, the charges of postage are regulated in the following manner: All letters weighing less than an ounce are charged, if consisting of one piece of paper, single postage; if consisting of two pieces, double; and if consisting of three or more, treble postage. All letters weighing not less than an ounce, but less than an ounce and a quarter, quadruple postage; if weighing an ounce and a quarter and less than an ounce and a half, quintuple postage, and so on, adding a single postage for every quarter of an ounce. It thus happens, that as to letters weighing an ounce or upwards, weight is the principle which now regulates the charge.

Rates on double and treble letters, &c.

The objections to the present mode of charging letters weighing less than an ounce are stated in the Third Report of the Select Committee of the House of Commons on Postage (p. 43); they are chiefly as follows:

Objections to system of rating by enclosures.

1st. Its unfairness. A letter, which is only an envelope covering a small drawing on tissue paper, pays double, though weighing only a quarter as much as a thick single letter; it is unjust further, because a double or treble letter does not occasion additional labour or expense to the department in proportion to the double or treble postage.

2d. Its uncertainty, as the number of the enclosures can only be guessed at on a hasty examination; whence it follows, that a number of letters being improperly charged, returns of postage are required, which gives rise to a great deal of trouble, both to the department and to the public.

3d. It leads to a close inspection of letters, and is frequently the cause of such as contain bank notes and bills being stolen in their passage through the post-office.



English weight system universally popular in British North America.

Opinion of Postmaster at Toronto.

Objections of the post-office surveyor for Eastern Canada.

Its probable effect on the revenue at present drawn from military postage.

The taxing letters by weight seems to be desired by the inhabitants of these colonies generally as well as by a majority of the postmasters. The opinions of the latter upon this point carry with them much authority ; for there can be no doubt that whatever advantages the public might derive from the change, would be at the expense of some additional trouble to the postmasters in learning the new practice, and at the risk of some decrease in their income as at present collected. Mercantile men and other persons, whose views are most entitled to consideration, advocate with great unanimity the adoption of the English system.

Mr. Berczy, the postmaster at Toronto, writes in the following terms : “ When the system of charging letters by weight was first adopted in England, I thought that it would much increase the labour of the postmasters, and in consequence, from the time that it came into operation have watched its working, and am now (after many thousands of letters rated in that manner have passed through my hands) of opinion, that instead of increasing the labour, it will have a different effect, and that therefore many more letters can be rated in a given time under that than under our present system. However, as to the effect it would have upon our revenue, I am by no means prepared to say ; but being impressed with the belief that it would be otherwise advantageous to adopt it, I cannot but recommend that it be done. One strong argument in favour of it is, that by our present system letters are looked into to ascertain whether they are single, double or treble, which may create a temptation for fraud, or a wish to pry into the affairs of others ; as no doubt persons, but most particularly in small offices, take advantage of the right they have to look into letters, to pry into their contents.”

Mr. Griffin, one of the post-office surveyors, takes a view somewhat different from that of Mr. Berczy, as to the labour which the change would impose upon postmasters, but is not disposed to weigh that minor difficulty against the more prominent advantages of the weight system. He objects to it, however, on account of the great diminution of income it might produce (especially in the item of military postage) if the English scale of weights be adopted, the effect of which, taking the existing scale as the basis of his calculation, he estimates at 4,500*L.*, and taking scale No. 4 as his basis, at 3,109*L.* upon military postage alone. The following table shows the result of his calculations as to the amount of relief which the action of the weight system superadded to each of the four scales would afford to the military departments.

		Loss on Reduction in the Scale of Rates.	Loss on Introduction of Weight System, estimated at 25 per cent.	Estimated Total Loss on Military Postage.
		£. s. d.	£. s. d.	£. s. d.
Under existing scale of rates	-	- - -	4,500 - -	
Under Scale No. 1	- - -	1,963 13 -	4,009 1 9	5,972 14 9
Ditto - No. 2	- - -	3,436 7 6	3,640 18 1	7,077 5 7
Ditto - No. 3	- - -	4,909 2 -	3,272 9 6	8,181 11 6
Ditto - No. 4	- - -	5,563 12 11	3,109 1 9	8,672 14 8

This, however, so far from being in our eyes an objection to it, is rather an additional recommendation ; for we keep constantly in view that these calculations proceed on the supposition that the Imperial Government will consent to abandon the surplus now annually remitted to England from Canada, and we cannot admit that the introduction of a system, in other respects desirable, ought to be prevented by the consideration that the military departments would benefit by it to a larger extent than the civil, or than the people of the province in their social and commercial intercourse. On the contrary, we should rather rejoice in any alterations which would diminish the weight of the sacrifice ; and, moreover, it may have some effect in influencing the determination of the Imperial Government to find that, in adopting the weight system in conjunction with our fourth scale of rates, we propose to reduce the yearly amount of military postage by so important a sum as 8,672*L.* We think with Mr. Griffin that no material loss is to be apprehended from the adoption of the weight system, except on the item of military postage. Indeed, we incline rather to expect a trifling

Would have little or no effect on other post-office revenue.

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trifling gain, from the great encouragement it will hold out to the transmission by post of letters with enclosures and small parcels, and of the increased facilities it will afford.

Assuming these our calculations to be correct, the utmost loss in Canada from the adoption of the two changes we propose may be estimated at 9,000 *l.*, a sum which we think it well worth while to risk for objects so important. Of their effect in the lower provinces we can make no precise calculation; but the irregularities which prevail there are so many, and must be so injurious to the financial interests of the department, that we cannot but anticipate a decided increase of revenue from the introduction of the proposed changes.

Probable loss from adoption of scale No. 4, and weight system together.

It will be observed that we have taken for granted that the present payments of official postage will be continued. We addressed a circular on this subject to the heads of departments, civil and military, in all the provinces, and although the introduction of a system of official franking was strongly recommended by many, we do not find a majority of those who replied to our circular in favour of it. The project is certainly not in favour with the public generally. The great objection to it is, that it would so diminish the revenue as to make any reduction of rates impossible. We see no objection to the continuance of the franking privilege as heretofore enjoyed by the public departments in Great Britain, or as was proposed by the Bill \* of 1834, inasmuch as it can never be a material consideration on the score of revenue.

Official franking incompatible with the support of the departments on a proper footing.

The only question is, whether a privilege so unimportant is worth keeping now that the English precedent on which it stood has been abolished. The principle upon which this suggestion is based is fully recognized by a despatch of the 8th February last, addressed by Lord John Russell to the late Governor-general, and which was referred to us for our information and guidance; the following passage extracted from that despatch appears to us almost decisive of the question:

Payment of the official postage sanctioned by late Colonial Secretaries and Lords of the Treasury.

“It has been therefore suggested by their Lordships that provision should be made by the provincial government for the establishment of efficient post-office arrangements on all the main lines of internal communication, for the use of which, when required for military purposes, or for the service of the general government of the North American provinces, payment may be made in the shape of postage from the funds of each office or department of the public service, as is now the practice in this country, in proportion to the correspondence transmitted through the post-office.”

It has been suggested that an exceptional rate for law papers, land patent deeds, and more especially for papers connected with the system of registry in force in Upper Canada and the lower provinces, and now about to commence in Lower Canada, would afford great accommodation to the public, and produce some increase in the revenue of the post-office. One judicious correspondent (Mr. J. S. Baldwin, of Toronto) has entered fully into the question, and suggests a mode by which the interests of the department might be protected against the commission of frauds under cover of the proposed privilege. Mr. Jones, the registrar of the county of Kent, grounding his opinion principally on the correspondence with his own office, writes in the following terms:—

Exceptional rate of postage on certain law papers.

“I have known, on several occasions, the sending of deeds to the office for registry to be retarded many months, with a view to getting a private conveyance, and saving the postage. I have known as many as 13 to be sent in that way at one time, which had been kept in waiting nearly a year, and I know of many others now in waiting.”

Looking to the importance of an efficient system of registration, and to the fact that the expense is one of the few objections which have been urged against it with any colour of truth, we are of opinion that some such plan as that suggested by Mr. Baldwin, but guarded with any further securities that may be required, might be advantageously adopted.

We do not think that the privilege of sending or receiving papers at the reduced

\* It is worthy of remark that this Bill proposed to extend the privilege of official franking very slightly beyond its then limits. Our attention has been particularly drawn to this point by a claim to the privilege which Sir R. J. Routh, Commisary-general at Montreal, has urged on the strength of the provisions of this Bill in behalf of his department as a branch of the Treasury—a claim manifestly untenable, the Bill containing no allusion to any but officers of departments in Great Britain already privileged, and the heads of a few civil departments in the provinces.



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reduced rate ought to extend beyond registrars and other persons connected officially with the administration of justice. Keeping in view this limitation, as well as those contained in Mr. Baldwin's letter, we see no reason why the papers in question should be charged a higher rate of postage than may be charged upon pamphlets, magazines and other printed matter of a like nature.

Newspaper postage

The origin of the present rates of newspaper postage, and the circumstances under which they have become a perquisite of the Deputy Postmaster-general, have been described in the earlier pages of this report. This perquisite, however, sanctioned by time, and countenanced by successive heads of the department in England, has given rise to much agitation and well-founded remonstrance in these provinces. The ruling party in the late House of Assembly of Lower Canada, and the proprietors of newspapers in both the Canadas, protested incessantly against what they described as a tax illegally collected for the exclusive benefit of the Deputy Postmaster-general. In Mr. Howe's charge, where, though the practice is the same, the burthen has been lighter by about one-half of the sum charged, complaints have been less loud and general.

We have been at some pains to learn the state of public feeling on this subject, and to ascertain the views and wishes of the publishers themselves.

should cease to be a perquisite.

It is admitted on all hands that the newspaper postage ought not to be a perquisite of office, and on this point we think it only necessary to observe further, that in 1834 this principle was recognized by the Postmaster-general, the Duke of Richmond, and embodied in the Bill prepared under his Grace's direction.

Free transmission of newspapers by post certainly not required by public opinion,

We have reason to believe that the existence of a perquisite so objectionable in many points of view is one of the chief causes, if not the only cause, of the aversion with which the newspaper postage has been regarded. Some of the publishers urge, on a variety of grounds, a claim for the free transmission of newspapers, but they are far from being supported in it by public opinion. It appears, on the contrary, to be well understood by most of our correspondents, that a journalist has no right, any more than other persons in business, to the gratuitous services of the post-office. The usage in England is not generally considered applicable here. It is well known that when the reduction of the English stamp duty was effected in 1836, the penny duty was retained on the express ground that, unless the newspaper contributed somehow to the revenue, the proprietors could have no claim for its free transmission by the post. It is satisfactory to us to have it in our power to state, that amongst the publishers themselves, the majority of those who have answered our circulars regard as untenable the pretensions set up by some of their own class.

nor even by their publishers as a class.

Rate should be reduced to a half-penny a sheet,

But the rate now charged is generally considered too high, and we see no reason to dissent from that opinion. Whether we consider the question as one affecting the interests of the community at large, or those of the department in particular, we think it would be advisable to reduce the rate to a halfpenny on each newspaper, the amount to which it was to have been fixed according to the Bill of 1834.

and pre-payment should cause to be required.

The regulation by which in all cases prepayment of the newspaper postage is exacted is very generally condemned.

It is disrelished by the public, as having the effect of deterring persons from forwarding the newspaper to which they subscribe to a distant friend, by the publishers, to whom it occasions serious losses; and by the postmasters, whom it deprives of the remuneration to which they think themselves entitled for the trouble of sorting and delivering the papers. It certainly is a hardship upon the publishers, who have great difficulty at times in collecting payment from the country customers, and whose losses in that way are much increased by the necessity of advancing money for the postage. They cite the case of a subscriber removing to another part of the country, or not choosing to continue taking in his newspaper. The postage must still be paid in advance by the publisher, but the papers accumulate in the post-office for months, perhaps, before he learns that the name of the person to whom they are addressed ought to be removed from his subscription list. Directions have been given, it is true, to the postmasters to intimate to the publishers as quickly as possible, by returning one of the papers, that they are no longer taken in; but no precaution of this kind can suffice to guard the publishers from loss. The practice of prepayment is, we think, one of the causes, also, of that carelessness in the delivery, and frequent loss of newspapers, upon which complaints have reached us from all parts of the country, and which would be less likely to happen if it was the duty



duty of the postmaster to receive and account for the postage. We are not aware of any reasons for the continuance of a practice so universally unpopular, and so objectionable in many respects.

The above are the principal changes which we would venture to recommend in the matter of newspaper postage, and we see no reason to doubt that if henceforward the money collected be applied to the general purposes of the post-office, if the charge be reduced to a halfpenny on each newspaper, and prepayment be no longer exacted, these improvements will satisfy the public feeling, and tend to redress those grievances of which the publishers have reasonably complained.

The practice in Canada, and most of the lower provinces, as to the transmission by post of printed matter not published in the colony, is of a very anomalous and rather discreditable character. No printed matter coming from England, except stamped newspapers, which go free through the provinces, can pass through the post, unless charged by weight in the same way as letters exceeding an ounce are charged.

Rates on other printed matter.

In the case of English reviews, magazines and pamphlets, it is scarcely necessary to say that such exorbitant demands act as a complete prohibition. But the pirated American editions of these publications, which, by law, are contraband, and would be seized if it was attempted to pass them through the *custom-houses*, are freely sent through the post-offices on payment of a moderate sum, from which, however, as it is one of the Deputy Postmaster-general's perquisites, the public derive not the least advantage. Original American works which are not contraband, but chargeable with a duty of 30 per cent., are likewise freely transmitted by the post, on payment of the Deputy Postmaster-general's perquisite, to the manifest injury of the revenue, which is thus defrauded of the duty. The public have not complained much of irregularities, however gross, by which they have been enabled to purchase literature at a cheap rate; but our attention having been drawn to them by some sensible correspondents, and especially by important letters from Mr. Jessopp, the collector of customs at Quebec, and the Honourable John Macaulay, the late inspector-general of accounts, it became our duty seriously to notice a practice by which the customs' laws are evaded, and a direct fraud upon the revenue committed, an injustice inflicted on English publishers, and mischievous encouragement given to the literary piracy so extensively practised in the United States.

Prohibitory of British publications, but not of contraband American reprints.

Pamphlets and other publications, in pamphlet form, are now sent under the Deputy Postmaster-general's privilege, at a uniform rate for all distances of 1 *d.* a sheet, without any distinction, such as there is in the United States, between periodical and occasional writings. We have not received from the lower provinces any information respecting the practice there, or the rates of postage upon such printed matter.

Charged if mailed in British North America.

In this, as in the case of the newspapers, we are unable to discover any reason why the money collected for the service rendered by the post-office should any longer be an official perquisite.

We are of opinion that it would be desirable to make prepayment optional, and not compulsory, upon the sender; but we do not think the amount of the present rate objectionable. It is about equal to, or a trifle less than, that charged for the same service in the United States. If the weight system be adopted as the mode of charging letters, it will obviously be convenient to apply it to printed matter also. In that case we would recommend that the amount charged upon every sheet of average weight should not vary materially from the present rate. We have made some calculations from which it will appear that a rate of 1  $\frac{1}{2}$  *d.* an ounce would yield on the average a rise of 15 per cent. on the present charge, and that 1 *d.* the ounce would be equivalent to a reduction of 25 per cent. We are disposed to prefer the latter, feeling confident that such a mode and rate of payment would lead ultimately to an increase of revenue. The only objection which we have heard stated is that it will encourage the use of inferior paper; an objection which does not appear very formidable when weighed against the advantages the change may be expected to produce.

Pre-payments should be optional,

and the charge should be by weight, and low.

However desirable it might be that original American works should be forwarded through the post-office on payment of the present rate, or of that which may hereafter be substituted for it, we cannot shut our eyes to the fact, that the duty of 30 per cent. is evaded by the existing practice, or to the impos-

Difficulty as regards American works, owing to requirements of revenue laws.

sibility



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sibility of any arrangement by which the post-office could be enabled to collect that duty.

Rates to and from Great Britain should be as low as possible.

The proprietors of some of the best English periodicals issued some time ago the prospectus of a cheap colonial and foreign edition of their respective publications, an effort in which it appears to us that they deserve any encouragement which it may be in the power of the Government to afford. Much might be effected by enforcing the law against the surreptitious introduction of the American reprints into the colonies, and fixing such postage and packet-rates as would enable the cheap English editions to compete with the smuggled and pirated American ones. But in this case it would be necessary to reduce considerably the packet postage on printed matter coming from England by the Halifax steamers. The present charges are nothing short of prohibitory; but even a considerable reduction of postage would not be sufficient, unless the publishers themselves see the necessity of lowering their prices much beyond those given in the prospectus to which we have referred.

Rates on letters, &c. delivered at the office where they are mailed and on their delivery by letter-carriers, practice to which there are strong objections.

The rates to be charged on letters or packets deposited in a post-office for persons within its delivery, and on general post letters delivered by letter-carriers, also require notice. The various usages which prevail in the absence of any uniform rule on this subject have been sufficiently described. The Deputy Postmaster-general at Quebec has suggested a rule on both these points, to which we see no other objection than that at offices not provided with letter-carriers, he would permit the postmaster to receive the charge on the former class of letters as a perquisite, a practice to which there are strong objections. It is true that the check upon a postmaster for such collections is extremely slight; but we would still rather require him to deal with *all* monies received for postage as postage, than allow him to regard any portion of it, however small, as his own fee.

No great complaint of want of post-offices in Canada, though the number might well be increased.

We do not find any very general complaints in Canada of the insufficiency of the number of post-offices. Whatever complaint there is on this subject comes chiefly from Lower Canada, where the population make so little use of the post that it is impossible to maintain as extensive an establishment as in Upper Canada; we are, however, of opinion that a considerable increase might be made in both sections of the province, with advantage to the department.

In the United States there are about twice as many post-offices in proportion to the population as there are in Canada; and although this inequality may be caused in part by the difference in the habits of the population, we cannot think that cause sufficient in itself to account for so great a disproportion. For the correction of such errors as may have tended to produce this result, we have at present only to suggest generally the adoption of a policy somewhat bolder than that which has hitherto been pursued; the practice has been to wait for an application before proceeding to erect a new post-office; it does not appear that many applications are refused, but there is often considerable delay in making the preliminary inquiries through the surveyor, which, combined with the general vice of the system, its want of popular control, and hence of public confidence, does much to discourage applications. People have long been wishing for a post-office before they can make up their minds to apply for it, and there are instances in which for years they have suffered great inconvenience without ever applying at all in the proper quarter. With the aid of additional surveyors, and the more provincial and popular character we desire to see given to the administration, these evils would be greatly lessened. But the department should, we think, be constantly on the watch for opportunities, instead of waiting for the public to petition for every step that is taken towards the extension of post-office accommodation.

Many more offices wanted in New Brunswick.

Complaints of the want of post-offices are very general in New Brunswick, and there, certainly, a thorough change of system is required. We find only 34 places in the whole province where letters can be deposited or received, and half of these are mere way-offices, where postage cannot be prepaid, nor letters regularly mailed. To place New Brunswick on a par in this respect with Canada, there ought to be about 70 regular offices. At present on the four routes from Fredericton, the capital of the province, the nearest post-offices are Woodstock, in the direction of Canada, distant 64 miles; Miramichi to the north-east, distant 104 miles; Sussex Vale to the south-east, on the road to Halifax, 80 miles; and Gagetown, on the St. John road, 32 miles. No further proof can be required of the necessity for the immediate establishment of a great number of new offices.

Nova

# INTO THE STATE OF THE CANADIAN POST OFFICE. 61

Nova Scotia, perhaps, because it is the province in which the Deputy Postmaster-general resides, is better accommodated. Including way-offices, the average is as high as in Canada; but the proportion of way to regular offices is so large (about 87 to 17, we believe), and the accommodation at the former is generally so imperfect, that the comparison is really much in favour of Canada. There have been no regular offices erected for many years, but we presume that way-offices have been established wherever the people have taken steps to obtain them, though we are not aware of any rule as to the mode of applying for establishing them. We do not doubt that, under an enterprising administration, the amount of accommodation could be much increased, with equal advantage to the revenue and to the public.

And in Nova Scotia a considerable increase.

In Prince Edward's Island, where the provincial government has entire control, the number of offices is 29 (28 of them way-offices), to a population of 42,500; a proportion considerably higher than in any of the other provinces. The number, we presume, is sufficient, as we have not received any complaints on the subject.

In Prince Edward's Island the number probably sufficient.

We have received several letters from places in which it is said that post-offices are injudiciously placed. It was of course impossible for us to satisfy ourselves of the justice or injustice of these complaints, which are all of a purely local character; but it may be remarked, that in a country where post-offices are every day required in parishes and townships in which settlement is only just commencing, it is impossible that their site should be always so well selected in the first instance as not afterwards to admit of a change for the better. The active performance of the surveyor's duties, subject always to the control of the local governments, afford a sufficient and perhaps the only remedy for this evil.

Complaints as to site of post-offices.

The greatest defect, in our view, in the existing arrangements for the establishment of new offices is one of which the public at large has never been in a condition to complain, from want of information as to the interior government of the department,—we allude to the absence of that systematic classification into forwarding, ordinary and sub-offices, which has long been established in Great Britain. We have seen that, in Canada, every recognized post-office makes up mails direct for every other, and accounts directly to the general office at Quebec, and, though this is not the practice in the lower provinces, that the distinction between regular and way-offices, and between offices that correspond with each other and those that do not, is wholly arbitrary. The inconveniences resulting from this state of things are so many and various, that we feel bound to urge the adoption of the English system in all its integrity, as among the first and most essential reforms to be undertaken.

Necessity of promptly introducing the English forward and sub-office systems.

We have shewn how much the want of the forwarding system adds to the labour of postmasters in despatching and receiving mails; but this is neither the whole nor the worst of the evil. It is to some extent the cause, and to a still greater, the excuse of those delays in the travel of the mail, which are the subject of such loud and universal complaint. A postmaster, who must examine the whole contents of a large bag, that he may select from them an indefinite number of parcels addressed to his office, and who has then to replace these by a number of parcels of his own addressed to other offices, will always take his time; and a delay of this sort occurring every few miles on a long route becomes a serious hindrance. The number of parcels, moreover, in each bag, and the small size of most of them, make it almost a hopeless task to trace a missing letter, or detect fraud or negligence. The very accounts rendered to Quebec are made so complex by the number of offices with which each postmaster is in communication, and the small amount of postage in most instances, that no supposable force in the accountant's office could audit them in an effectual manner.

A judicious distribution of forward offices would go far to remove all these difficulties. Postmasters at most of the other offices would find their duties greatly lessened, from having to make up and overhaul fewer mails, and to keep fewer accounts; the duties would be better performed than they are now, and it would consequently be easier in new districts to find men able and willing to undertake them.

The mails would generally be overhauled at country offices in less time, and, with ordinary care, they might be traced from office to office in a manner which would render easy the detection of carelessness or dishonesty. The accounts of the department might, by the mere use of the common cross-post or square sheet,

be



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be checked with ease and precision, and that, too, by a moderate force of clerks in the accountant's office.

It would contribute still further to all these ends, if a number of the smaller post-offices, such more particularly as lie off the leading routes, and with no others beyond them, were classed as sub-offices, and made dependent on a neighbouring office, the postmaster at which should incorporate their accounts with his own. The establishment of these, however, should not be, as is now the case with the few sub-offices existing in Canada, the mere act of the postmaster. They should be recognized like other offices by the department, and placed under its rules.

The same system should be extended to the lower provinces, and in that case the whole of the present arrangements regarding the inter-correspondence, and accounts of the regular and way-offices, will require to be remodelled.

In bringing this change into effect, it may be expected that some difficulties and confusion will occur at first. The first step ought to be the appointment of the full complement of surveyors, and before the change is made they ought to have the opportunity of making a tour of their respective districts to explain the new system to the postmasters.

Perhaps it might be desirable to proceed gradually, first in one surveyor's district, then in another, and so on; but in whatever manner it be effected, the necessity of such an improvement appears to us unquestionable.

Office hours,

It is a matter of complaint at many offices, that the public are not sufficiently accommodated in regard to the hours at which post-offices are kept open for the receipt or delivery of the mails. The Deputy Postmaster-general's printed regulations fix the hours for the larger offices at from seven o'clock A.M. to seven P.M. in summer, and in winter at from eight A.M. to four P.M. With the exception of the closing at four in winter, which at the principal places seems unreasonably early, we see no objection to this regulation; but at the minor offices there are practically no regulations at all; and from the smallness of the postmaster's remuneration, it is hardly to be expected that rules could be strictly enforced. Where an office is kept in a shop, the public will probably have access to it at all reasonable hours; when that is not the case, all that can be done is to insist upon every postmaster's giving the public as much accommodation as can reasonably be desired.

And hours for closing mails.

Another subject of general complaint is the unsuitableness of the hours fixed by postmasters for making up their mails; in consequence of which it is alleged that letters often cannot be received at an office, except on payment of a fee, for several hours previous to the actual departure of the mail,—a practice which is productive of much inconvenience and dissatisfaction, particularly in cases where another mail arrives in the meantime, or so near the hour as to make it impossible to reply to letters received by it. It must be admitted that some of the complaints made to us on this score are not altogether reasonable. A postmaster can neither be expected to make up his mails at uncertain hours, to suit the chances of a courier's arriving earlier or later than his usual time, nor (except at a few of the most important offices) during the night, or at a late hour in the evening. But there are cases which call loudly for amendment. The postmaster is allowed a fee on all late letters, and yet he is left to fix his own hours, subject only to their being changed by the Deputy Postmaster-general on complaint formally made and sustained by evidence; but making such complaints is always an invidious, and sometimes a troublesome proceeding, not free from difficulty even when the case is clearest. The postmaster's report has naturally an advantage over a remonstrance. The addition to the number of the surveyors, and the increased responsibility to public opinion, under which the other changes we have suggested would place the department, would suffice, we think, to effect the desired reform, by making the rules of the department more strict, and ensuring their more punctual observance.

Complaints of incivility and inattention of postmasters.

This remark applies equally to the complaints against postmasters on the score of incivility and inattention, which have been in some cases brought before us. Constituted as the department now is, with its postmasters so poorly paid, and so imperfectly controlled, complaints of this nature cannot be altogether without foundation. We look forward, however, to an improvement in these respects.

Appointment of shopkeepers, &c. as postmasters.

Complaints have been frequently urged against the appointment of shopkeepers as postmasters. It is asserted that a postmaster in trade enjoys an undue advantage

advantage over other tradesmen in his franking privilege, in the opportunities he has of getting his letters earlier, and of writing later than his rivals in business, and in the knowledge he must have of the persons with whom they correspond. It is also stated that the secrecy of letters is very often violated. Some persons object, on the same grounds, though certainly without equal reason, to the appointment of lawyers and notaries. We are not prepared to defend the practice of appointing tradesmen on any other ground than that of necessity. Wherever the emoluments of a post-office are sufficient, it would obviously be desirable to command the undivided services of a competent person; but it must not be forgotten that this can be the case at but few places in these provinces. Even in England, a great number of the smaller offices are kept by shopkeepers. Were they excluded here, fit persons could not be found to discharge the duties, for the best remuneration they could possibly receive, at more than half the offices in the country. All that we can venture to recommend is, that others should be appointed where they can be found; that the postmasters' privilege should be rendered as little objectionable as possible, and their abuse guarded against by strict attention to the discipline of the department.

The insecurity of money-letters has been much pressed on our attention. It is not to be wondered at that, under the present mode of mailing, they should sometimes be lost, and that when lost it is sometimes found impossible to trace them. In these cases, it is felt as a hardship that the department through whose fault the loss may be said to have taken place should not be held answerable for it. It is obvious, however, that no change of the rule on this head can be made with safety to the department. The complainants forget that the rates of postage are not rates of insurance, but simply a charge to cover the actual transport and delivery. It has been urged that the department should not merely register, but ensure money-letters at some fixed rate of premium; and to this we see no objection in principle, though we are not prepared to recommend the project. We think, however, it might be well to require a postmaster to give any person mailing a money-letter a certificate of his having done so, provided the contents of the letter are enclosed in his presence; and for this service a moderate fee might be allowed.

Rules of department  
as to money-letters.

The greater safety that would be ensured to the mail by the general changes of system we recommend will have the effect, we doubt not, of preventing many of those losses.

The adoption of the English system of post-office orders for money has been suggested; but looking to the small sums received on account of the department at the majority of offices, we think it would not be easy to effect such an arrangement, however desirable it would be as an accommodation to the public.

By some of our correspondents, a practice of violating the secrecy of letters is said to prevail in post-offices. An inquiry into some charges of this nature has recently been instituted in the Bathurst district, but we have not as yet been made acquainted with the result.\* Other circumstances of strong suspicion, but not sufficiently proved to justify us in a more specific allusion, have been brought under the notice of the Commission, and some irregularities connected with a series of letters on public business, addressed to one of ourselves, are certainly of a nature to warrant us in noticing the matter. Our duty to the public forbids us to pass over these complaints in silence; but we feel, at the same time, that we shall sufficiently acquit ourselves of that duty by directing attention to the fact that such complaints do exist, and are not, we fear, altogether destitute of foundation. The horror with which such actions inspire every honourable mind will be sufficient in itself to impress upon the head of the department the necessity of great vigilance in the detection of offenders, and unrelenting severity in the punishment of postmasters proved to have been guilty of such disgraceful crimes.

Violation of the  
secrecy of letters.

It would be difficult to discuss the question of conveyance, and the improvements that may reasonably be looked for, in the speed and number of the mails, without some reference to the state of the roads and other communications; but

Mail conveyance,  
state of the roads,  
&c.

we

\* Since the above was written, the report of the surveyor who was charged with the inquiry has been furnished us by the Deputy Postmaster-general; but unfortunately, all the documents connected with the case were lost in the burning of the Quebec post-office. The surveyor acquits the postmaster; but in its present form, the report is not worth printing.



## 6.4 REPORT OF COMMISSIONERS APPOINTED TO INQUIRE

we do not consider it necessary to enter at any length into the state of the internal communications in these provinces. In a new and thinly-settled country, where, from the severity and extreme vicissitudes of the climate, the roads, however well made originally, must often be almost impassable, sometimes blocked up with snow, at other seasons interrupted by a considerable depth of mud; where the rivers and lakes are closed for months, and where the land travelling requires, in winter, a class of carriages totally different from those used in summer, it would be vain to hope for any great degree of regularity in the travel of the mails. By no possible outlay of money can they be carried at the same rate of speed all the year round, any more than they could be carried always in the same conveyances. Poverty and the thinly-scattered population of the country have, it is true, forbidden the making of roads so good as they might be, even in this climate; but the same causes have operated with still greater effect to prevent the post-office from possessing a revenue applicable to these objects, or to any purposes beyond its own immediate functions. Future improvement in the roads will necessarily lead to corresponding facilities in the transmission of letters; but for the present, and for many years to come, we see no reason to think that any portion of the post-office revenue could be judiciously or with propriety expended in the improvement of roads.

We cannot doubt, however, that the slowness and irregularity of the mails, of which so many have complained, are in a great measure to be ascribed to the bad state of the roads; and we have observed with satisfaction that the several provinces appear to be doing much, as much, perhaps, as could reasonably be expected, to remove that evil. The large appropriations lately made by the Canadian legislature will furnish the means of vast improvement on all the principal lines; whilst the powers conferred upon the newly-created district councils can hardly fail to secure results not less satisfactory on routes of minor importance. In Nova Scotia and New Brunswick, the roads are generally much better than in Canada. We have reason to believe that the system now in operation in these provinces is working well, and bringing the roads into a condition to stand comparison with any on the American continent.

But there are means quite independent of improvement in the roads by which the conveyance of the mails may be greatly improved both in speed and regularity. To some of these we have already adverted. The adoption of the forward-office system would simplify the proceedings at the country offices, and produce a great saving of time. An efficient force of surveyors would enable the department to exercise a more vigilant control over its postmasters and contractors. Many causes of delay would thus be removed, in the lower provinces more especially, where hitherto there has never been any real check upon either the postmasters or the couriers.

Impossibility of  
generally employing  
guards.

The introduction of the English practice of placing the mails under the charge of guards is very generally desired; and if the expense were not beyond the present means of the department, it would undoubtedly be a valuable improvement. It would provide an effectual check upon postmasters and contractors, and contribute not less to the security than to the speed and regularity of the mails. We regret, therefore, to be compelled to report our opinion, that the expense would be greater than the financial condition of the department would warrant. The severity of the winters, and the fatiguing character of the travelling at all seasons, would render necessary a much larger number of guards on a given distance than is required in England. Wages, also, are so high comparatively, that it would be impossible to engage trustworthy persons, except at prices far beyond the English salaries. In addition to these considerations, the mails are so much smaller, and the postage so trifling in amount, as to render the systematic employment of guards almost impossible. Two guards were employed last summer on the steam-boats between Quebec and Montreal, and, we believe, with great advantage; but this was a peculiar case, and, except for mails so sent, we are not of opinion that in the present condition of the country it would be practicable to introduce the English custom.

Contracts,

Considerable improvement might be effected in the mode of contracting for the conveyance of mails, and much advantage derived from a stricter enforcement of contracts when made. Attention to these points, we are persuaded, would be rewarded not only by a great increase of speed and regularity, but also by a considerable diminution of expense.

Written contracts for a term of years do not appear to have ever been in use in

in the lower provinces. In Canada the practice has latterly been different, and nearly all the mail service is now performed under contract; but the contracts are not made by advertisement and tender, except on the more important routes, and not always on those, and it has been usual so to frame the terms of the contract as to admit of its being varied or indefinitely continued by private agreement. The effect of this is to give to a contract, which cannot be too stringent upon the parties, or too much exposed to public inspection and competition, the character of a mere private transaction between the Deputy Postmaster-general and the contractor. It may happen that parties whom the department must employ, because no others offer, may be unwilling to enter into a regular contract, and on some routes the service and remuneration may be so trifling as hardly to require a formal instrument. But we are strongly of opinion that a contract should not be dispensed with wherever it can be had, and that all contracts, without any exception, should be offered by public advertisement to general competition. We cannot admit that any supposed advantages of the secret method, such as the opportunity it may afford of promising to a meritorious contractor a renewal or an amendment of his contract and the like, are sufficient to balance the waste of public money and the jobbing to which secrecy may give rise, or the great evil of public discontent and suspicion which it can hardly fail to create.

Contracts should be formally made for all mail service and by public competition.

It may possibly be found necessary, with a view to the maintenance of that control which the department should exercise over those whom it employs, to insert commonly a condition by which the Deputy Postmaster-general shall have the power of varying within certain limits the terms of the agreement; but this, which is the exception, should never be suffered to become so far the rule of the department as to militate against the principle of written contracts binding upon both parties, and of public competition.

It would be difficult, and if practicable, it would hardly be desirable, to fix upon one period of time for which all contracts should be made. There are obvious reasons why it would be inconvenient that the whole or any large proportion of the number of contracts should be allowed to expire at the same time. They might be made to run generally for a term of from three to five years; but these and other similar details may, under an improved system of management and supervision, be safely left to the officers of the department.

There is, however, one point upon which we feel we ought to express a decided opinion—the necessity, whatever may be the terms of the contract, of insisting in all cases upon its strict fulfilment by the contractor. The loose manner in which these agreements are dealt with is a great defect in the present management of the Canadian post-office.

And their strict fulfilment should always be enforced.

The penalties which the Deputy Postmaster-general is authorized to levy ought to be levied upon every infraction of a contract, and remitted only in such cases as may present some extraordinary circumstances of justification; but instead of this, we have reason to believe that the practice in Canada is, not to levy the fines at all, except for some extraordinary infraction, which may appear to justify an unusual degree of severity. It can scarcely be necessary to suggest what injurious effects must flow from a practice, the obvious tendency of which is to raise in the minds of contractors an impression that they are not so much bound by their written engagements as by some vague understanding with the Deputy Postmaster-general as to the extent to which they may be violated with impunity. It has been urged that a strict enforcement of contracts would render it extremely difficult to find persons who would engage for the performance of some of the services required for such remuneration as the department has usually offered; but this seems to us to be only another way of stating that the terms of the contract are wrong, and ought to be changed. We can regard a contract in no other light than as an engagement by the conditions and penalties of which the parties are prepared, and, if necessary, should be compelled, to abide. If a necessity for some modification in the terms of existing agreements be shewn, it will be easy to effect the necessary changes; but we cannot doubt that a strict enforcement of contracts will tend to a great increase of speed and punctuality in the conveyance of the mails.

The mode of carrying the mails must necessarily continue to vary on different routes and at different seasons. This is a matter which must, we think, be left to the discretion of the department, and the only suggestions we feel justified in making are that foot-posts should as soon as possible be discontinued in those

Mode of carrying the mails.



few places where they are now employed, and that steam-boat and railroad conveyances, where attainable, should be preferred to all others.

Passenger conveyances must generally be used.

Some of our correspondents (principally persons residing upon the main routes in Upper Canada) are desirous of having the conveyance of land mails separated altogether from that of passengers. That course has been successfully pursued with regard to the land mail between Quebec and Montreal, and it has much to recommend it in cases where the circumstances of the country will allow it to be practised; but we question whether it could be practised on any other route. If the mail is carried in any kind of vehicle, the contractor will be sure to demand a far higher price if he is to be debarred from making the most of equipage by carrying passengers. It cannot be denied that the accommodation of passengers interferes with many desirable arrangements; it interposes sometimes to prevent the mails from stopping at those places only which the department would prefer, and sometimes regulates inconveniently the hours of departure and arrival; but these we regard as the necessary evils of an establishment in a new country, where on many routes the amount of the postage received and the number of letters are insufficient to cover the expense of their carriage.

From the lower provinces (where there is less accommodation for passengers than in Canada), the suggestions are generally the other way; and it happens curiously enough that stage companies on particular routes are in the receipt of legislative bounties, whilst the mail is often carried over the same road with the coach which receives the grant, but in another and generally a slower vehicle. In such cases, of course the complaint is that the stages do not carry the mails, and the demand is for some aid from the post-office in support of their stages.

It is obviously the policy of the department to avail itself of the existing means of communication, and in doing so to endeavour to improve them to the utmost, but not to attempt to create new ones for its own use alone. Some valuable suggestions upon this subject will be found in a letter from Mr. Stockley, a gentleman who has had a long experience in such matters in Ireland. It can hardly be expected in Canada that vehicles should be devoted exclusively to the mails, when we consider that even in England the use of mail-coaches on all the principal routes shews that the utility of the practice was felt even when a necessity for it could not be said to exist.

Though under stricter regulations than at present.

But, nevertheless, we are not disposed to deny that the present mail stage system in these provinces requires very considerable amendment; that is a subject upon which we have received many and apparently well-founded complaints. The number of passengers and the weight of luggage should be strictly regulated, and strong efforts should be made to restrain the irregularities of the stoppages, and the intolerable delays upon the road.

Frequency of the mail.  
In the Canada charge no great change is called for.

We do not feel called upon to offer any suggestions on the frequency of the mail in the Canada charge. The arrangements now existing or in contemplation appear to us to offer all, or nearly all, the accommodation in this respect which in the present circumstances of the country could be expected. The only route not served as often as once a week (a part of the communication between the district of Gaspé and Quebec) is shortly to be made a weekly route. As population or commerce increases in any particular district, it is to be hoped that an improved administration of the post-office will afford a proportionate increase of facilities for correspondence; but in the lower provinces we cannot but think that there is much more reason to complain, and we are of opinion that there a considerable increase in the number of mails is required. Between Halifax and the principal towns in the western part of New Brunswick, St. John's, Fredericton and St. Andrew's, the mail ought to travel daily. The towns along the eastern coast of New Brunswick, several of which have become places of considerable importance, should certainly communicate with the western towns and with Halifax three times a week. From Halifax to Yarmouth, the principal town in Western Nova Scotia, and the second in point of trade in the province, there should be two if not three mails a week; and to Prince Edward's Island and Cape Breton, two at least.

Daily mails required from Halifax to Western New Brunswick. From Eastern New Brunswick to Halifax, three mails a week. From Halifax to Western Nova Scotia, two if not three. And to Prince Edward Island and Cape Breton, at least two.

We do not think that the department would suffer in a financial point of view from these changes, but the reverse, especially if they be adopted in conjunction with some others we have recommended. The information we have received from various parts leaves no doubt upon our minds that the want of accommodation, together with other great defects in the establishment, have almost driven the mail out of use as a means of ordinary correspondence throughout all this section

section of country, and that it is scarcely ever employed unless in cases where there is some absolute but occasional necessity for resorting to it.

It has been suggested that there should be an unbroken daily mail communication from Halifax along the whole of the main route to Canada, a project which would no doubt be most desirable. But at present much of the country between Fredericton and Quebec is far too wild and unsettled to admit of this being accomplished without incurring an expense beyond the means of the department. The utmost that can as yet be done will be to maintain two or three mails a week, securing always the transmission of the English mails in winter by express, without reference to the days or the rate of travel of the ordinary mail.

Daily mail from Halifax through to Quebec at present impossible.

A few respectable correspondents demand that the travel of the mail and other operations of the post-office should be suspended on Sundays; their desire appears to be in general, that in their own particular neighbourhood the mail should not start, arrive, or be delivered on Sundays. But we doubt whether many of those gentlemen are prepared to carry to its full extent the principle upon which their recommendation is based; they do not ask, and we may therefore presume they do not desire, that the operations of the department should be suspended on that day throughout all parts of the country.

Question of Sunday mail service.

And yet if the principle is to be insisted upon to the extent of stopping the mail in any one place for 24 hours on the long routes (and in British North America all the leading routes are long), this is the conclusion to which it must necessarily lead. During the early part of last summer the mail between Montreal and Toronto was not allowed to leave either of those places on Sunday; but it left both places on the Saturday, and passed through to its destination without stopping, so that at all the intermediate places there was of course nearly as much Sunday travel as though there had not been this observance of the day at the *termini* of the route. At Kingston, about half way between the two places, the Sunday arrivals and departures were precisely those of any other day; but on Monday there was no mail either way, and no steam-boat, because none had started the day before from Montreal or Toronto. In like manner no mails were allowed to start on Sunday from Montreal for Quebec, or from Toronto for the West. One consequence of this arrangement was, that a Toronto letter for Quebec, if mailed on Saturday morning, would travel all Sunday and reach Quebec on Tuesday morning; but if mailed on Friday, after having travelled most of Sunday, to reach Montreal on the Sunday afternoon, it would be detained there until the Monday afternoon, and be there overtaken by the letter mailed on the Saturday. With letters from Quebec or east of Quebec, to places west of Toronto, or *vice versa*, the case was still worse. Six mails a week, for example, started from Quebec for the West, and from Hamilton for the East; but yet the Quebec mail could arrive at Hamilton, and the Hamilton mail at Quebec, only four times a week, one mail being detained for the Sunday at Toronto, and another at Montreal. But in all places except these two, the travel of the mail went on just the same on Sunday as on Monday, and is interrupted just as much on Monday as on Sunday. Great anomalies arise from the partial adoption of this principle, and intolerable inconvenience would result, we fear, from its complete adoption. The choice lies, we think, between the stoppage of the post-office business *everywhere* on Sunday on the one hand, and an effort on the other, to lighten the Sunday labours of the department, wherever it can be done, without great public inconvenience. The former alternative is hardly feasible; it would delay more than half of all the letters passing through the post-office in British North America more than 24 hours *in transitu*; many it would delay 48 hours; and some, in winter, 72. The latter alteration would admit of a great curtailment of office hours at all places, and of an arrangement of mails which would require no travelling on Sunday upon the side routes. But upon the main lines of communication we doubt whether Sunday travelling can be suppressed, and whether it would be reasonable to attempt its suppression.

We feel that the question of the routes by which the mail should travel is not properly within the scope of our present duties, but that it will hereafter belong to the Deputy Postmaster-general and his band of surveyors to suggest such improvements in this respect as their experience may show to be necessary. We may, however, state our opinion, founded upon the information collected in the course of this inquiry, that the routes now followed in Canada are generally well chosen.

Mail routes.



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In the lower provinces, we believe, there is greater room for improvement; but for this, we look with confidence to the establishment of that supervision which the head of the department, with surveyors at command, will hereafter be enabled to exercise.

From Halifax to Quebec, the mail should travel *via* Annapolis and St. John's.

We cannot, however, forbear from noticing the circuitous and ill-chosen route by which the Halifax mail travels to Quebec round the head of the Bay of Fundy, instead of taking the direct course to Annapolis or Digby, and thence by steam-boat across the Bay of Fundy.\* We think that, ere long, it will be necessary to effect this alteration, and the sooner the better. It will be productive of great advantages, direct and indirect, to the western counties of Nova Scotia, as well as to New Brunswick, and we see no reason to doubt that it would afford the means of effecting a saving of two days or more between Halifax and Quebec,—an improvement the importance of which cannot be too highly estimated.

A separate English mail for New Brunswick suggested.

There is one point upon which the inhabitants of New Brunswick are very desirous of some improvement, and upon which we think it not impossible to comply to a certain extent with the views strongly urged by many of our correspondents in that province. In making up the mails in England to be sent by the Cunard steamers, the bags are addressed only to Halifax and Quebec, all letters for the lower provinces being placed in the former, and everything for Canada in the Quebec bag; an arrangement which is productive of unnecessary delay in the delivery of the New Brunswick letters brought out by the English mail. The Canada mail is forwarded immediately upon the arrival of the steamer at Halifax, and so might that for New Brunswick be, if it was made up in a separate bag, instead of being mixed with the Nova Scotia letters, and therefore detained for the purpose of sorting at Halifax. We do not agree with those who suppose it possible for the postmaster at Liverpool to make up separate mails for any considerable number of places in British North America; neither are we prepared to recommend, according to a suggestion which has been made by some parties, the employment of sworn clerks on board the steamers, whose sole duty would be to sort the letters on the passage. But we cannot help thinking that a great boon, at a slight expense of trouble, would be conferred upon the people of New Brunswick by making up a separate bag of English letters directed to that province.

The inhabitants of New Brunswick suffer under the present arrangement the mortification of seeing, during the winter months, the English mail for Canada pass their doors sometimes more than 48 hours, before their own letters (though brought by the same steamer to Halifax) are forwarded to their destination. If this suggestion should appear worthy of adoption, we are of opinion that the separate mail for New Brunswick ought to be addressed to St. John, the place of most consequence, and the site of the principal post-office of the province.

The increase of accommodation which this arrangement would produce would, we have reason to believe, be sensibly felt and thankfully acknowledged by the people of New Brunswick. In case of its adoption, the New Brunswick mail would of course follow the route we have suggested above, as an improvement on the route now used between Halifax and Quebec.

But to a claim which has been put in by some persons residing in Prince Edward's Island and the district of Gaspé, we are not prepared to yield the same assent. They ask that during the summer months the steam-boat which carries the English mails between Pictou and Quebec should call at Gaspé and Prince Edward's Island. Before this could be effected, it would be necessary to have separate mails made up for those places at Liverpool, which, as regards Gaspé, we do not think it would be reasonable to expect. But we think the delay it would cause in the travel of the Canadian mail is in itself an insuperable objection to the suggestion.

And (if possible) for Prince Edward's Island also.

If it should be found practicable to make up a separate mail for Prince Edward's Island (and as it is a distinct province, perhaps that question may be taken into consideration), that mail would travel to Pictou along with the Canadian

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\* It will be perceived that some of our correspondents in the north-eastern counties of New Brunswick insist strongly on the Metis line as the best for the main route between Halifax and Canada. A glance at the map will suffice, we think, to show its inferiority to the one we have recommended.

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Canadian mail, but from Pictou it must be sent separately to Charlotte Town. If it be determined to make up a separate English mail for the province of New Brunswick, it would obviously be a great accommodation to the inhabitants of Gaspé that their letters should be put up with the New Brunswick instead of the Canada mail, so as to avoid the great loss of time caused by sending the letters to Quebec and thence back to Gaspé.

English letters for Gaspé might go with New Brunswick mail.

A great deal of importance has been attached to the establishment of a daily mail between Halifax and Western New Brunswick by the improved line suggested above. We have inserted in the Appendix the report of a commission of three gentlemen appointed by Sir John Harvey, the late governor of New Brunswick, to inquire into this subject. We cannot participate in the expectations entertained by those gentlemen of the productiveness of the proposed route, considered with reference to the correspondence between Halifax and St. John and the intermediate places; neither do we regard productiveness as the criterion by which so important a project should be tested. We are disposed to view it as a link in the great line of communication through the country, rather than as a mere local improvement; and in this wider view, it appears to hold out advantages sufficient to entitle it to serious consideration. But this, as well as the details of the proposed plan upon which great difference of opinion will be found to exist, is a matter which may best be decided upon by the head of the department when the necessary inquiries shall have been made upon the spot by competent surveyors.

Importance of direct daily mail from Halifax to Western New Brunswick.

There is one defect in the conveyance of the English mail from Halifax to Canada during the winter, to overcome which we trust that a strong effort will be made, though we are not sure that the means of the department are quite equal to the remedy. The great bulk of the newspapers mailed renders it impossible, under the present contracts, to forward them at once with the letters, and they are sent off, consequently, in instalments by the two, three or even four next ordinary mails. The people of Canada thus receive their newspapers irregularly, by twos and threes, at uncertain intervals, sometimes of not less than a fortnight. This great inconvenience will doubtless operate prejudicially by discouraging the use of the British press in this province.

English newspapers as well as letters should be forwarded promptly for Canada from Halifax.

But while we admit the extent of the evil, and are greatly desirous that a remedy might be found, we cannot but doubt whether the department can reasonably be expected to make a heavy outlay for the quicker transport of an article which pays nothing towards the expense of its transmission through the province.

Many persons residing in the western parts of Canada desire that the power of receiving and sending their English letters for the steam-ships through the United States should be restored to them; they urge that throughout the year much time would thus be saved for all the country west of Toronto, and as far east as Montreal during the winter months. To this it may be replied, that as regards the Cunard steamers, any one may now avail himself of the United States' route *viâ* Boston, who is content to submit to its charges and inconveniences; the postage must be paid both ways *as far as Boston*, but cannot be paid through either way. It varies in amount, but commonly averages twice or thrice as much as the postage by way of Halifax. The travel of the mail through the United States to most parts of Upper Canada is indirect, and in winter neither certain nor expeditious. We question, in fact, whether it is even now worth while, except in some peculiar cases, to mail English letters *viâ* Boston; but on the other hand, we think it quite possible so to improve the main route through the provinces from Halifax (for which purpose we have already submitted some suggestions), as to remove whatever inducement may now exist for preferring the route through the United States.

Demand in Western Canada for English letters to be forwarded through the United States for steam-ships.

It might indeed be possible to make an agreement with the American government, through which a great saving of time could be effected without either risk or difficulty, by a mode to which we shall presently advert in discussing the state of the post-office relations existing between the provinces of British North America and the United States.

The relations of the two post-offices are, we regret to state, at once anomalous and unsatisfactory. The American department enjoys in Canada facilities even greater than those which it possesses at home, and pays its Canadian agents (our postmasters) by a per centage regulated upon the scale of remuneration for their own officers. The amount of American postage received in this way for the last

Unsatisfactory character of post-office relations with the United States.



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year of which we have a return, was 11,316*l.* 5*s.* 8*d.* currency, and the allowance for agency was 2,315*l.* 17*s.* 6½*d.* currency. Of the latter sum the Deputy Postmaster-general's share was 603*l.* 10*s.* 9*d.*, and most of the remainder was divided amongst nine postmasters. Mr. John Stayner received at Queenston, 493*l.* 7*s.* 2½*d.*; Mr. Deacon, at Kingston, 304*l.* 3*s.* 10*d.*, and at Toronto, which has only recently been established as an exchange office, Mr. Berczy calculates upon deriving an increase to his income of 250*l.* from the change.

Under these circumstances it is not surprising that every possible facility should have been afforded to the American department; but it does not appear that the American authorities have ever been disposed to meet us in a spirit of reciprocal accommodation; neither do we see much reason to believe that their unfairness in receiving from us services which they pertinaciously refuse to perform for us in return, has ever been pressed upon them in a tone of becoming remonstrance. We find, at any rate, that nothing has been done to redress the well-founded complaints of our people, although there is no subject upon which complaint is more general, or the press more unanimous, than upon the injustice the provinces are thus compelled to suffer.

The American Postmaster-general will not allow any of the officers of his department to keep accounts of British postage; no letter, consequently, posted in the United States, to be delivered in Canada, can be prepaid to its destination. The American postmaster *cannot* receive the Canadian postage, and the writer need not pay the American unless he chooses; but the person in Canada who answers the letter *must* pay the postage of his answer to the lines, and may if he like pay it the whole way, for our officers are paid by the Americans for keeping accounts of their postage, although they will not suffer their officers to keep accounts for us; this is very loudly, and we think not less justly complained of.

Should be placed on a footing of reciprocal accommodation.

The evil is one for which there would not be much difficulty in providing a sufficient remedy. We see no reason why the department in each country should not engage to collect the postage for the other, at a fixed rate of per centage. If such an arrangement were effected, the exchanging postmasters alone would be required to keep separate accounts for foreign and domestic postage; the other postmasters would treat all postage as domestic, and the returns from the frontier offices would enable the two departments to regulate their accounts with each other. So far as we can perceive, the only practical difficulty which has heretofore stood in the way of this arrangement on the part of the United States, has been the necessity it would impose upon postmasters of calculating the foreign postage on prepaid letters. Under the present complex scale of rates in British North America it has been urged, with some reason, by a late Postmaster-general at Washington, that it would be impossible for his postmasters to make these calculations. But the scale which we have recommended is at least as simple as the American; and it should be remembered that in Canada every postmaster has long been required to keep most vexatiously complicated accounts of United States' postage.

Desirableness of a light express mail from Boston to Canada for steamship letters.

Were it possible to obtain from the American government permission to send a light mail express from Boston on the arrival of the steam-ships to Kingston and Montreal, a great saving of time might be effected by the arrangement. It would, in our opinion, be very desirable that an attempt should be made to induce the American government to enter into a convention similar to that by virtue of which the overland mail from India to England is carried through France. If the proper steps were taken, we cannot think there would be any serious difficulty in arranging with the United States the terms and conditions upon which such a permission should be accorded, so as to secure to the inhabitants of this part of the country all the advantages they can possibly derive from the great establishment of Atlantic steamers, without trenching upon the right of postage enjoyed by the United States. If such an arrangement should hereafter be contemplated, it would be found necessary, we think, that the messengers carrying this express should be in the employ of our establishment.

Delays between Montreal and New York.

The rate should be uniform, but necessarily much higher than the charge upon letters sent by way of Halifax. The delays between Montreal and New York are much and justly complained of. With a little co-operation on the part of the United States' government, which could not fail to derive great advantages

advantages from the improvement of this line, the grievance might easily be removed.

Some increase in the present number of exchanging offices is also required ; but even in this matter, though apparently calculated to advance the interests of both establishments, great difficulty is found in inducing the department at Washington to enter into the necessary arrangements.

Increase of number of exchanging offices.

The truth is, that to afford a reasonable prospect of success in negotiations of this kind, it is absolutely necessary that they should be undertaken as a national affair, and urged as such by the British minister at Washington. In his hands we should be sanguine in anticipating a favourable result ; but no head of a provincial department, under any circumstances, and least of all under such as exist at present, can have sufficient weight with the American government to induce them to enter upon negotiations for placing the two departments on a footing of reciprocal accommodation. The establishment and the great success of the Cunard line of steamers has placed it within our power to offer as well as ask for facilities ; heretofore the asking has been all on our side ; the Americans had already obtained all that they desired.

Negotiation on all these points should be carried on by British minister at Washington.

As regards the post-office communications between the four provinces of British North America and other countries, we have little or nothing to remark. With Newfoundland and Bermuda, the communication *via* Halifax is as regular and frequent as it need be ; and the rates recently established are as low as they can safely be made. With the West India Islands the communication *via* England is somewhat indirect, but the correspondence is certainly not sufficient to warrant the establishment of a direct line of packets on its account.

Post communications with Newfoundland, Bermuda, &c.

Governor Reid has strongly recommended, on national grounds, a line of steam-vessels from Halifax to some of the West India Islands, to touch at Bermuda ; a suggestion which, for the reasons he assigns, we should be glad, if possible, to see carried into effect.

The internal arrangements of the post-office in Newfoundland and Bermuda we have considered a subject foreign to our inquiry ; but we cannot pass from it without referring to the very judicious recommendations of Governor Reid for the improvement of the establishment in the latter.

Internal arrangements of department in Newfoundland and Bermuda.

It remains for us to notice the emoluments of the officers of the department.

Emoluments of officers of departments.

Of late years those of the Deputy Postmaster-general have swelled to an amount quite disproportioned to the general range of incomes, private or official, enjoyed by persons of the highest station in British North America. Upon this subject there has been an expression of public sentiment so unequivocal as to convince us that much of the unfriendly feeling towards the department existing in many quarters may be traced to this one fact alone.

Of Deputy Postmaster-general.

It will not, we believe, be disputed that the time has arrived when the office of Deputy Postmaster-general must be placed upon a different footing as to income ; regard being had, on the one hand, to the great importance of the office, and to the station which the incumbent is supposed to hold in society ; but, on the other hand, to the standard of official income enjoyed by other servants of the Crown in these colonies.

As a general rule, we would recommend the abolition of all perquisites and privileges,\* and, as far as possible, the payment of officers by fixed salaries, liberally proportioned to the amount of labour and qualification required in them.

Looking to the suggestions we ventured to offer in a preceding part of this Report, as to the best mode of securing the efficiency and popularity of the department, we are of opinion that it would be prudent to leave it to the Governor-general to decide upon the amount of salary to be attached to the office of Deputy Postmaster-general. We feel that it would be difficult, if not presumptuous, for us now to offer an opinion upon the amount of remuneration—a point which depends so much upon the nature and extent of the duties which the Deputy Postmaster-general will hereafter be required to perform.

In

\* The only exception to this rule that occurs to us is in the case of services rendered by a postmaster solely at his own cost or responsibility, and not as a part of the accommodation the department is called upon to render by his means ; such as keeping accounts for postage, mailing late letters, giving receipts for money-letters (should that system be adopted), and fitting up post-office boxes wherever the department may not be prepared to furnish them.



In accordance, also, with the same recommendation, we think that the provincial executive should be charged with the responsibility of deciding whether any and what compensation should be awarded for the loss of those perquisites of which an improved system will deprive him.

In the event of our recommendation being acted upon, and the whole of British North America placed under one Deputy Postmaster-general, the unquestionable claim of Mr. Howe to compensation ought, we think, to be considered, and the amount settled in like manner, by executive authority within the colonies.

Emoluments of officers on the general establishment.

We have already stated to what extent we are prepared to recommend an addition to the force of the Deputy Postmaster-general's, surveyor's and accountant branches of the department.

The Deputy Postmaster-general has laid before us suggestions for an increase of salary to several officers on the establishment; these estimates will be found in the Appendix; but we think that upon all details of this character the provincial government should be allowed to decide, after due investigation of the facts. We are not in possession of sufficient information to warrant us in making any specific recommendation respecting them. Should the funds of the department, however, admit of it, we venture to recommend that the salary of the accountant should be increased, as at present it is hardly commensurate with the importance and responsibility of his situation; and as a general rule, we think that the principle of allowing the salaries of clerks in the accountant's office to increase, like those of the Deputy Postmaster-general's, with length of service, can scarcely be called in question.

Emoluments of postmasters at present generally too low; and franking privilege very objectionable.

A perusal of the postmaster's correspondence in the Appendix must show the obvious insufficiency of the incomes derived from the business of the minor offices, and the objectionable character of the franking privilege, which operates, however, in many instances as the only inducement to undertake the duties of postmaster for a very inadequate money payment. Amongst the postmasters a favourite remedy for the mischiefs of the present system is the introduction of the system of fixed salaries; but to this we fear there are serious objections.

The frequent and rapid changes which belong to a new country would render necessary a constant revision of those salaries, under which the system would be too likely to degenerate into one of mere caprice and favouritism. It will be observed that at many of the offices the receipts are so small that any assignable salary must necessarily exceed them. For these reasons, amongst others, we are not prepared to recommend a departure from the principle of a per centage on receipts, but the scale might be improved in several particulars, and we think it ought to be made more liberal to the postmasters.

In the first place the per centage should be reckoned upon the whole receipts, and not, as at present, on the British and provincial letter postage only. The effect of adopting our recommendations respecting newspaper postage would be to throw the collection of it almost entirely into the hands of the delivering postmaster; and if the United States' postage is brought into the general account, the effect of reckoning the same per centage on these new sources of income would materially improve the position of the postmasters, and redress a grievance of which they have reason to complain.

Proposed scale.

But the amount of the per centage might be raised also. Mr. Stayner has proposed to make it 25 per cent. on the first 10*l.* collected in every quarter, and 20 per cent., as at present, on the remainder. Mr. Griffin, taking this question in connexion with that of abolishing the franking privilege, proposes 30 per cent. on the first 10 *l.* in each quarter, and 20 per cent. on the remainder, as a means of accomplishing both objects. He has shown the effect it would have on the incomes of postmasters by selecting a number of cases which he thinks afford a tolerably fair criterion. We are of opinion that this suggestion might be advantageously adopted. It is impossible to think of compensating each individual postmaster for the loss of this privilege; but to those who use it in moderation, Mr. Griffin's plan would afford full compensation. Those who are largely benefited by the privilege would probably regard the proposal in a different light, and some might resign their situations; but we do not doubt that competent persons could be found to take their places, and in all such cases the revenue would gain considerably.

In connexion with this subject, it should be remembered that the adoption of the

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the "forward" and "sub-office" systems will greatly diminish the labour at most of the minor offices,—an effect which ought not to be lost sight of when considering the necessity of raising the incomes of postmasters at such places. At the forward offices themselves it would be necessary to establish a graduated scale of salary, over and above the per centage, in consideration of the additional labour which the new system would impose upon the postmasters; and we would extend the principle of extra payment to all places where an unusual number of mails are made up, or where much night-work is required. On these points the Deputy Postmaster-general has offered suggestions. We are not prepared to express an opinion upon the details of his project, but we think the principle might be carried out unobjectionably, and at a moderate expense.

At the larger offices, where a permanent establishment of clerks is required, the postmaster should be placed on a suitable salary, and the appointment and payment of the clerks should belong to the department. We cannot undertake to pronounce an opinion upon the number of clerks or the amount of salaries to be allowed to the several offices at present belonging to this class. The general changes we have recommended are of a nature to effect so materially the amount of labour to be performed, that no calculations made on the basis of the present system could be relied upon for any length of time afterwards. But with the check which the superintendence of the local government would impose, we see nothing to prevent these arrangements being made in a satisfactory manner, as the condition of the department shall from time to time appear to require them. It is not the least of the advantages to be expected from this superintendence, that the system will easily accommodate itself to new exigencies, in a country where new exigencies are of every day occurrence.

Establishments at larger offices.

At the smaller offices the postmasters must continue to select and pay their own assistants.

Amongst those which will require either a fixed establishment of clerks or an allowance for extra duty, will of course be the offices which shall have to exchange mails with the United States. A question has been raised as to the right of the postmasters who now enjoy the large emoluments derived from this service to compensation from the British or provincial government, under the system we have proposed; having given to this matter our best consideration, we have formed a decided opinion against the claim. The system is one which ought not to have been suffered to grow up. A mere private arrangement entered into for their own benefit by certain public servants of our government with the authorities of a foreign country, if found to be incompatible with the interests of the government they serve, cannot be said to furnish a just claim to compensation. These gentlemen should receive a fair remuneration for their labours as frontier postmasters; we do not consider them entitled to more.

Offices exchanging with United States.

It is not in our power to submit an estimate in figures of the effect of our various recommendations upon the financial condition of the establishment, but after maturely considering the whole subject, we have arrived at the conclusion that the proposed scale of rates will yield a revenue sufficient to enable the department, in the exercise of a judicious economy and foresight, to adopt the principle we have suggested in the payment of all its officers, and at the same time to enter upon a liberal system of mail extension. Taken in connexion with the abolition of the postmasters' franking privilege, we believe that our scale of remuneration will not be found more costly than the present. From the appropriation of the newspaper postage to the general fund, we anticipate a considerable increase of revenue; and the increase of correspondence which may be expected to arise from the establishment of a system of reciprocity with the United States will not add to the expense of that service. We do not regard the proposed addition to the cost of the Deputy Postmaster-general's, the surveyors' or the accountants' establishments, as by any means an unproductive outlay; it cannot fail to effect great improvements in every branch of the service, and especially in the facilities it will afford for checking the postmasters' accounts; neither can we consider increased mail accommodation, which has a natural tendency to promote the efficiency of the department, in the light of a mere expense.

General result of recommendations in a general point of view.

We have already stated that from the proposed reduction of rates we do not anticipate any formidable diminution of revenue, even for the present, in Canada. In the lower provinces we have no doubt that it will immediately

produce



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produce a material improvement ; but throughout the whole of the provinces the decided tendency of the revenue to keep pace with the increase of population and the expanding resources of the country, affords gratifying proof that in a few years the aggregate revenue of the department cannot fail to exceed its present amount.

The rates we have suggested are lower, it is true, than those collected in the United States, but it should be remembered that the cost of mail communication is also considerably less in these provinces, and that postmasters in the United States, in addition to a scale of remuneration somewhat higher than that we recommend, enjoy to an unlimited extent the franking privilege, which we propose to abolish. In the United States, not only do all the departments of the federal Government, and all members and officers of Congress enjoy the franking privilege, but the department gives a special allowance to postmasters for the trouble of delivering franked letters and parcels, although it receives nothing for them. We have not recommended that any correspondence, except that of the department itself, should pass free. With so many points of difference between the two systems, we do not fear to propose a lower scale, and we do so with the more satisfaction, because we think it likely to promote the contentment of the people of these provinces,—an object which we have ever kept in view in deliberating on the various matters which have formed the subject of our inquiry.

All which is most respectfully submitted.

(L. s.)	(signed)	<i>E. Dowling.</i>
(L. s.)	(signed)	<i>T. A. Stayner.</i>
(L. s.)	(signed)	<i>John Davidson.</i>

31st December 1841.

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I sign this Report, because I believe it to be my duty to do so *under any circumstances* ; but differing, as I decidedly do, from the other Commissioners in some statements of fact, and in many of the most material of the opinions and recommendations expressed in the document, I am preparing a Protest or Statement, containing my views on the points alluded to, which will be completed so soon as I am supplied with certain papers for which I have written to Kingston, and I shall then respectfully request that my Statement may receive from his Excellency the Governor-general and Her Majesty's Government the same consideration that they bestow upon the Report.

(signed) *T. A. Stayner.*

Quebec, 3d February 1842.

MR. STAYNER'S STATEMENT.

To his Excellency the Right honourable Sir *Charles Bagot*, Knight Grand Cross of the Most Honourable Order of the Bath, one of Her Majesty's Most Honourable Privy Council, Governor-general of British North America, and Captain-general and Governor-in-chief in and over the Provinces of Canada, Nova Scotia, New Brunswick and the Island of Prince Edward, Vice-Admiral of the same.

May it please your Excellency,

THE fire which destroyed the General Post-office on the 29th of November last, and with it every document belonging to the department, has thrown such an increased amount of labour upon me that it has not been in my power sooner to enter upon the duty which circumstances have created of submitting for your Excellency's observation my views upon the post-office question of these provinces, in opposition, as in some important particulars they are, to those of the gentlemen with whom I was associated in the late Commission.

I can assure your Excellency that I engage in this task with no common feelings of reluctance and diffidence, for there are reasons connected with it which make the effort more onerous than under ordinary circumstances such an undertaking would be; the most prominent of these is the disadvantage of my position in appearing in the light of an interested party in discussing subjects which ought to be decided upon general principles, and the difficulty even in the phraseology which I may employ of maintaining a proper distinction between my two capacities of Deputy Postmaster-general and Commissioner; for however it may be supposed that in the communication I am now preferring, I have no right to speak but as a Commissioner dissenting from the opinions of his colleagues, I find it will not be possible, consistently with the obligations I owe to myself and the department over which I preside, to confine myself altogether to this latter character.

I have been placed upon my trial by my colleagues, and a judgment pronounced upon some of my acts as chief officer of the department which I will not submit to without remonstrance, and an appeal to higher and more competent authority; added to these, (perhaps) inevitable causes for a very natural anxiety, others, not necessarily arising from my position, have occurred in the course of my connexion with the Commission of a nature extremely painful to me, and from the influence of which it may not be possible for me altogether to divest myself in making my statement; should I therefore not prove quite successful in maintaining a course free from objection (and which I would fain pursue), I must throw myself upon your Excellency's indulgence, with this apology for entreating your Excellency's favourable consideration of my humble attempt to vindicate my opinions, as well as my character, in relation to the very important matters under discussion.

I shall now proceed to remark, in the order in which they stand in the Report (so far as may be practicable), upon those points on which my observations appear to be necessary.

The first in the series seems to be that relating to the accountant of the department.

The Report states that the accountant is bound (by his instructions) "generally to receive orders from and obey the directions of the Deputy Postmaster-general," and in page 47 it says, "he certainly ought not to be placed in any way under the orders or direct control of the Deputy Postmaster-general whose accounts he is charged with auditing."

Accountant: see Report, pp. 12 & 47.

But one interpretation, either in theory or practice, was ever put upon this part of the instructions to the accountant by any individual in the post-office, and that is the obvious one, that he should obey the orders of the Deputy Postmaster-general, *when those orders are not incompatible with his duty to the authority by which he was appointed.*

The Postmaster-general, from whom the instructions proceed, was perfectly aware when framing them, that with officers whose duties are so intermixed as are those of the Deputy Postmaster-general and the accountant, cases would be

perpetually



perpetually occurring in their relations together in which the authority of the Deputy Postmaster-general must be exercised—either the Deputy Postmaster-general or the accountant must be the superior officer! And were it otherwise than it now is, I do not see how the business of the department could proceed; but the exercise of the Deputy Postmaster-general's discretion in the manner signified by the instructions, by no means impairs the independence of the accountant, or weakens the salutary effects which his appointment was intended to produce.

*The accountant cannot be controlled in the free exercise of his duties by any act of the Deputy Postmaster-general; if the latter were to attempt any thing of the kind, an appeal to the common superior of both would at once secure the proper remedy.*

The accountant makes what reports he pleases to the Postmaster-general without reference to the Deputy Postmaster-general; he moreover has *not* the final auditing of the Deputy Postmaster-general's accounts, which might be inferred from the Report; he examines the accounts and makes observations thereon, and calls for such authorities as may be required; finally, he compiles them into abstract form; but they all undergo two more scrutinies, the first by the Accountant-general of the post-office, London, and lastly by the Auditor-general (Treasury), and the Deputy Postmaster-general receives observations upon them from both these officers.

The actual working of the system, however, to which I with confidence appeal, is at once the best proof of the right judgment of the Postmaster-general who formed it, and of the inexpediency of such a change as the Report recommends.

As I am not satisfied with the conditional manner in which the accountant and his clerks are recommended in the Report to the consideration of the Government, I avail myself of this opportunity to request your Excellency's notice of my communication to the Commissioners upon this branch of the establishment, as it appears in the Appendix, part I. In submitting the above to the Commission, I was influenced by a mere sense of justice to Mr. King, the accountant, who is a most excellent officer, to represent the insufficiency of his salary of 300*l.* a year, and the fairness, likewise, of increasing the salaries of his clerks, who have served nearly eight years in the department without any improvement in their pay.

The Report admits that the salary of the accountant is hardly commensurate, even at present, with the importance and responsibility of his situation.

I think, therefore, that with the increased labour preparing for him, there can exist no reasonable question as to his claim for an improved income; and the same argument, in a limited degree of course, added to their length of service, must apply to his clerks.

Under other circumstances than the present, I should not, for obvious reasons, consider it proper for me to prefer opinions such as these in regard to the accountant's establishment; but seeing that the gentlemen composing it are unrepresented by any one acquainted with their claims, at a time when the demands and interests of the rest of the department are undergoing revision, I hope the course I am adopting may not be deemed objectionable.

No fixed office hours  
at country offices:  
*see* Report, p. 15.

As regards *office hours*, the Report states, in reference to article 24 of their instructions, that at country offices "it is to be presumed postmasters keep just such hours as they find most convenient to themselves." This conclusion is not quite correct, for although the circumstances of the country render it impossible, as indeed it is *unnecessary*, in the case of most of the smaller offices, to enforce the observance of regular office hours, postmasters are not suffered to consult exclusively their own convenience in the matter; the language employed in the article quoted in the Report conveys, also, as I conceive, a reverse impression to that signified in the Report; but apart from this, the surveyors, and I myself, whenever a question on this subject comes before us, never fail to explain that every reasonable accommodation on this score shall be afforded to the public, and this, as I believe, is generally understood throughout the country, and acted upon.

Regular office hours in towns are necessary and indispensable; but in the rural districts, even if they could be enforced, they would not afford to the inhabitants the amount of accommodation which a postmaster, who construes his instructions in a proper spirit, now extends to those who correspond through his office.

Farmers and others living at some distance from a post-office, and whose labours occupy them during the day, go *for* or *with* their letters at what cannot be

be considered office hours (or frequently on Sundays), and I believe it is rarely indeed that they are not attended to.

The Report states, with reference to the 25th and 26th articles of my instructions to postmasters, which direct that, where it can be done, the office is to be kept in a separate room, and that no bar or public room in a tavern be so used, that "in a large proportion of cases the former of these regulations is inoperative," and that "there is reason to believe the latter is frequently evaded."

And often no separate room as an office, p. 15.

This may be perfectly true, and yet reflect no reproach upon me or any one.

I have been compelled, under circumstances which every respectable individual in the country conversant with the history of the post-office will admit to have been replete with difficulties, to open up mail routes, and establish post-offices in places where it would have been utterly impossible to insist upon the rigid observance of many of the rules which form part of my general scheme of management; in homely language, where I could not have things exactly as I could wish, I have taken them on the best terms they could be obtained: the inhabitants have been benefited, and have expressed thankfulness for the advantages thus rendered to them, imperfect though in some cases they must be; yet knowing how a post-office should be kept to be perfectly effective, I never lose sight of the necessity for progressive improvement as the condition of the country advances.

I am frequently obliged in the newer settlements to accept for postmasters men whose business acquirements are of a very low grade, and it may be more easily imagined than described what labour and vexation the blunders of such persons entail upon the offices of the Deputy Postmaster-general and the accountant; still a great measure of good is in the meantime rendered to the inhabitants; and as the character of the population is gradually improving, I avail myself of the first opportunities that arise to choose better qualified persons as my deputies, when of course the business is better conducted.

This is the plan of management which I set out with when I took charge of the department in 1828, and I have constantly adhered to it since, so far as the means at my disposal have permitted.

With more surveyors more could probably have been done as well in this as in other objects requiring improvement, and one good which I look to as the result of the suggestions of the Commission, notwithstanding that I dissent from so many of the notions expressed in the Report, is that there will be such an increase to the force of this very important branch of the department throughout British North America as will enable the chief officer to give proper effect to a well-considered system of management. Necessary as post-office surveyors are found to be in England, they are even more indispensable in this new country.

The Report here states that the postmaster of Toronto has, since a period therein referred to, been appointed post-office surveyor to fill the vacancy occasioned by the removal of Mr. Porteous, and in a note it says, "this appointment has since been cancelled."

Postmaster of Toronto's appointment as acting surveyor: Report, p. 44.

I respectfully beg your Excellency to bear in mind the terms which are made use of in introducing these facts to your knowledge; they are preliminary to an accusation of a very grave character circumstantially advanced against me in page 43, and which I shall not fail to meet when in due course I arrive at that part of the Report; for the moment, it is unnecessary I should say anything more upon the subject.

There is no point in the whole economy of the department which calls for a change more than this, nor one perhaps so difficult to dispose of satisfactorily.

With very many of the postmasters (I may say indeed with by far the greater proportion) the privilege is esteemed beyond its money value, and I should fear that the withdrawal of it would deprive the establishment of numbers of its best officers; still it is an evil of so great a magnitude that I think it should be done away with as soon as may be practicable.

Postmasters' franking privilege: see Report, p. 22.

The question appears to be very properly treated in the Report, in connexion with the commission (as salary) now granted to postmasters generally, and I am not prepared to offer any new suggestions on either head further than this, that if the franking privilege is at once to be done away with, postmasters (not paid by fixed salaries) should receive 30 per cent. on the first 10 *l.* collected in each quarter, and 25 per cent. on the remainder.

It may not be improper to introduce here, as I am not aware that it is stated in



78 STATEMENT OF MR. STAYNER RELATIVE TO

in any part of the Report, that all postmasters in the United States are paid upon the following scale, which is much higher than that suggested by me.

On the first \$	100	of letter postage collected in a quarter,	30	per cent.
On the next \$	300	„ - - - „	25	per cent.
On the next \$	2,000	„ - - - „	20	per cent.
On the remaining amount	„	- - - „	8	per cent.
On newspaper and pamphlet postage	-	- - „	50	per cent.

Mail contracts, how entered into, &c. : Report, pp. 23 & 64.

As a general rule, I consider it advantageous to the Government to call publicly for tenders for those services, and in the cases of large undertakings I have for the most part pursued this plan ; but the frequent changes found to be necessary with a view to the improvement of the mail conveyance (arising from various causes incidental to a new and rapidly improving country) often induce me to modify the terms of original engagements to suit altered circumstances, and to keep a contract for two or three, or even more years beyond the term first agreed upon, in the hands of an old contractor. I have found, indeed, that a rigid adherence to the plan of depending upon open competition for the conveyance of the mails was not in every instance so beneficial to the post-office as a private engagement.

In the case of old established routes, where the contractors have been known to the department for a long time, I am persuaded that the course I have pursued of governing myself according to circumstances has been productive of the best results.

When a contractor has reason to know that the chance of his contracts being renewed depends mainly upon the manner in which he discharges his duties, it is certain that he will exert himself to give satisfaction ; further, too, such a man (having his equipments already provided) will generally be disposed to renew an engagement upon lower terms than another individual who may have his appointments to purchase, for it must be observed that there are very rarely rival lines of transport in existence at the same time on any route, the *mail money*, with some few exceptions, being the main consideration with persons engaged in public land conveyances, and the individual who secures *that*, is likely to keep the business in his own hands.

I beg it may be distinctly understood that I do not defend the practice I have been pursuing on any other ground than that it is the best suited to the *existing* condition of the country, and that by it more good has been effected than could have been obtained by constantly depending upon public competition. The circumstances of Canada, and of all British North America, are rapidly changing, and the time is probably not far distant, when it may be judicious, even as an invariable rule, to call for public tenders for the conveyance of the mails every few years ; that time, however, in my opinion, has not yet arrived, nor do I apprehend that it will be advisable, when the period for a change does come, to make it general at once ; it should be brought about gradually, and as may be warranted by the altering circumstances of the various sections of the country, the capabilities in some parts being much in advance of others.

Report, p. 24.

In describing the communications between Quebec and the lower provinces, I think it may be proper to add, after the words 200 *l.* currency, the fact that “ during the season of navigation (which, as regards Mr. Cunard’s contract, is understood to extend from 1st May to 31st October) the English mails are conveyed between Halifax and Pictou (Nova Scotia) 100 miles by land, and thence by steamer to Quebec.” The whole time occupied between Halifax and Quebec at that season is generally about four days. On such occasions a provincial mail is always conveyed with the English.

Route between Port Daniel and Gaspé Basin, p. 26.

The route between Port Daniel and Gaspé Basin has since last summer been made a weekly line ; at this moment there is no route within my charge served less frequently than once a week.

Report, p. 30.

The report says, “ *in the United States where the public departments enjoy the franking privilege.*” I beg to observe, and indeed the fact will be found stated in a subsequent part of the Report, that the departments of the federal government *only* possess this privilege ; the state departments and the state legislatures pay their postages pretty nearly upon the same plan that prevails in Canada.

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The Report states "that the postage rates in the United States are rather lower than in Canada." Comparison with the United States: Report, p. 30.

I consider that, for the distances on which the greater part of the correspondence is sent, the rates are lower in Canada than in the United States; for instance, the chief correspondence in both countries is between large towns separated by distances under 300 miles, and it will be seen by the comparative scales below,\* that our rates, under that distance, are upon an average less than those of the United States.

The Report says, "the improvements in the service since then (meaning the 5th October 1840) must have done much to augment the gross receipts of the post-office, as the accounts for the current quarter will doubtless show, though it is probable, also, that they will exhibit some falling off in the net receipts." Post-office revenue, p. 31.

It is probable there will appear an increase in the gross revenue, but I am persuaded it will not be in proportion to the increased expenditure, and that the falling off in the net revenue will be very considerable.

The expense of the steam-boat service of the mails is very heavy, and I am disappointed at finding, from the cursory examination of the accounts which I have been enabled to make, that the revenue has not increased under the operation of this improved mode of conveyance, as I had hoped it would have done; and I am forced to the conclusion that, notwithstanding the effort thus made to accommodate the public, the illegal transmission of letters still continues to be practised, particularly between Quebec and Montreal, to a serious extent.

The Report says, "that the post-office department in British North America is marked by two leading defects in its constitution;" the first is stated to be "want of uniformity in the principles upon which it is conducted by two Deputy Leading defects of present system, p. 42.

\* Scales of distances and rates of postage graduated upon a scale of 40 miles.

A letter transmitted a distance of—	In Canada.		In the United States.			
	Hx. Cy. s. d.		Cents.		Hx. Cy. s. d.	
40 miles is rated - - - - -	-	4½	10	-	=	- 6
80 " - - - - -	-	7	-	-	-	- 6
120 " - - - - -	-	9	12½	-	=	- 7½
160 " - - - - -	-	9	18½	-	=	- 11½
200 " - - - - -	-	9	18½	-	=	- 11½
240 " - - - - -	-	11	18½	-	=	- 11½
280 " - - - - -	-	11	18½	-	=	- 11½
300 " - - - - -	-	11	18½	-	=	- 11½
Aggregate charge - - -	5	11½	-	-	-	6 3½

Graduated upon a scale of 50 miles.

50 miles - - - - -	-	4½	10	-	=	- 6
100 " - - - - -	-	7	12½	-	=	- 7½
150 " - - - - -	-	9	12½	-	=	- 7½
200 " - - - - -	-	9	18½	-	=	- 11½
250 " - - - - -	-	11	18½	-	=	- 11½
300 " - - - - -	-	11	18½	-	=	- 11½
Aggregate charge - - -	4	3½	-	-	-	4 6½

Graduated upon a scale of 60 miles.

60 miles - - - - -	-	4½	10	-	=	- 6
120 " - - - - -	-	9	12½	-	=	- 7½
180 " - - - - -	-	9	18½	-	=	- 11½
240 " - - - - -	-	11	18½	-	=	- 11½
300 " - - - - -	-	11	18½	-	=	- 11½
Aggregate charge - - -	3	8½	-	-	-	3 11½

For distances under 30 miles the charge in the United States is a trifle lower than in Canada; being as 4 d. is to 4½ d.  
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Deputy Postmasters-general;" and secondly, "the absence, not only of responsibility to the executive or representative authorities in the colonies, but of all real responsibility to the head of the department in England."

To the first proposition I fully assent, nor can there, as I conceive, be a difference of opinion as to the necessity for a change of government in this particular in the mind of any one who has had an opportunity of witnessing the working of the present system, if "system" it may be called.

His Grace the Duke of Richmond, then Postmaster-general, had nine years ago arrived at a similar conclusion, and in planning a new constitution for the department in British North America had provided accordingly; the increased intimacy of the relations between Canada and the lower provinces which has arisen since that time, has but augmented the evils then found to result from the anomalous nature of the local administration of the establishment; but as regards the second position, I consider the language of the report to be altogether too strong, and as leading to conclusions which not only cannot be maintained by any facts that have ever come before the commission, but which are absolutely contradicted by the proceedings which properly indicate the principles upon which the department (in Canada) has been conducted for a number of years past.

I freely admit that the responsibility to the local government is not of that kind which obtains in *provincial* departments, nor is it necessary, as I conceive, that it should be so, or indeed possible; but that there is a direct and practical accountability to the head of the provincial government, the history of my conduct of the department for a considerable time back abundantly testifies; and that it was not always so, anterior to the time to which I refer, is to be attributed, not to a defect in the constitution of the department, nor to any undue assumption of independence on the part of the Deputy Postmaster-general, but simply because the Governor-general did not think proper to exercise the authority over the department which he possesses in right of his commission. Whenever that authority has been put forth, I have cheerfully yielded to it, and so far from evading or shunning its exercise, I have sought it; and sure am I that no Governor-general has ever had cause to be otherwise than satisfied with the manner in which I have attended to his wishes, on any and every subject relating to the duties entrusted to my management. It is very true that the commission and instructions under which the Deputy Postmaster-general acts do not recognize, or rather I should say do not *name*, any local authority to whom he is to report his proceedings, or from whom receive orders; but it is not to be supposed that any person of ordinary intelligence holding such a charge as that of a Deputy Postmaster-general can be so entirely ignorant of the nature of his position, and the spirit of the commission under which he acts, as to imagine that he is independent of the authority of the head of the local government; indeed the concluding paragraph of the Report upon the subject almost allows the truth of the views I have here expressed, for it says that "*in practice there has been somewhat more intercourse between the Executive and the Post-office authorities than the theory would suggest*," but, as if fearful of having admitted too much, it adds, "but it has always been of an irregular and unsatisfactory character."

I repeat, that if it has been irregular and unsatisfactory, no blame on that score can attach either to the Postmaster-general or his Deputy, or to the constitution of the department, or the instructions alluded to.

The assumption that there is no real responsibility to the head of the department in England is as indefensible as the other. The author of the Report, after a research of 15 months, with every facility at his command for the most scrutinizing inquisition into my administration of the department for a period of 14 years, and after having, as I believe, received more than 1,000 communications expressive of their opinions from all classes of people in the country, many of those persons, from causes which I could not control, imbued with no friendly feeling towards either me or the department, has been able to find but two cases upon which he could pretend to build up what I believe to have been a preconceived opinion, namely, that the Deputy Postmaster-general possessed a power which *could* be abused, or at all events *perverted* to ends contrary to the intentions of the government and the interests of the public; what these cases are, and the spirit in which they have been dealt with, I shall presently have occasion to show; and having done this, I shall leave it to your Excellency and Her Ma-

jesty's

jesty's Government to decide as well upon the justice rendered to me by my colleagues, as upon the value of the evidence which these two cases are stated to afford of the evil working of the present system of administration.

Before entering into the details of the two accusations against me, which commence at page 43 and continue to page 45, I must be permitted to repeat that I am fully alive to the impropriety, under ordinary circumstances, of obtruding into public questions, personal feelings, motives or influences, and that I am compelled, notwithstanding this conviction, to speak of myself or others individually, I deliberately charge to the two gentlemen with whom I was connected in the Commission, though certainly not to them both in the same degree, for from one of them (so far as personal association extended) I have experienced unvarying courtesy, but I have been placed upon my trial by those gentlemen jointly, upon accusations relating to matters really of a nature which left me no other course than that which I pursued, and a sentence thereupon has gravely been recorded against me, in relation to one of the cases at least, which, if unremoved, would stamp me as a betrayer of the trust confided to me, and as unworthy of the future confidence of a Government which I have served faithfully for more than 30 years, without experiencing in that long period the mortification of a censure from one of my superiors. These considerations compel me, in adverting to this part of the Report, to view my colleagues together.

I shall now, as briefly as the nature of the cases will permit, proceed to give a narrative of them, stating all the circumstances, as I know them to exist, in truth, and placing in juxtaposition the colouring given thereto by the other Commissioners, with the conclusions to which they have arrived; following these with a very few remarks, I shall consider my duty discharged as regards this portion of the Report.

The first of the cases alluded to, is the matter of a money-letter belonging to Mr. Benjamin Brewster, of Montreal, which was dropped from the mailsleigh with the bag in the year 1835, and subsequently rifled.

I respectfully solicit your Excellency's perusal, in the Appendix, of the correspondence connected with this loss, which shows the grounds upon which Mr. Brewster ultimately obtained payment of his claim, with the exception of the demand for interest, which was disallowed by the Postmaster-general. The Report winds up the case by saying, "We think it deserving of attention, as showing in how dilatory and unsatisfactory a manner such proceedings in the present condition of the department must necessarily be conducted." Here there is no *direct* blame, as I understand it, imputed to me; but the case is made use of to prove that the present administration of the department is vicious, and that a different responsibility is requisite.

I shall have no difficulty in establishing that this case does not prove *all* that it undertakes to do, and that the greater part of the delay alluded to would have occurred had the subject in question been submitted for the judgment of the Executive of the province, instead of to the Postmaster-general.

The facts are as follows:—It became necessary to institute legal proceedings against the mail contractors for the penalty incurred under their contract by the loss of the mail. I placed the case in the hands of the late Mr. O'Sullivan, the solicitor-general; he was met in the first stage of the action by the difficulty of ascertaining the names of the several partners belonging to the stage-coach company by whom the mail was carried.

I addressed repeated letters to the solicitor-general, and sent the post-office surveyor to him more than once, to urge on the matter; but still the difficulty continued, and Mr. O'Sullivan alleged, that unless all the names of the copartnership could be procured (and they were understood to be numerous), the action would fail.

After much time had been thus consumed, as greatly to my annoyance as it could have been to that of Mr. Brewster, or any of the other individuals who had suffered by the robbery, the managing partner of the mail-coach company came down to Quebec to see me on the subject, and proposed, as a compromise to the action, to pay 250*l.* to the department.

I thought it prudent to accept this offer, and did so, immediately reporting the circumstances to the Postmaster-general, and recommending that I should be authorized to reimburse (out of the money so recovered) to the several persons who had suffered by the robbery the respective sums which they had lost, carrying the residue to the credit of the revenue, to cover, so far as it might,

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the heavy expenses in various ways to which the department had been subjected in the pursuit of the robber, the prosecution, &c.

The Postmaster-general approved of this suggestion of mine at once; but it unfortunately happened, that the packet-ship by which his Lordship's authority was forwarded was lost; and several months passed before I suspected that the letter had miscarried, and had recalled the attention of the secretary, Sir Francis Freeling, to the subject, when a duplicate of the authority was sent out, and the matter, so far as rested with me, was at once disposed of.

The loss of time sustained by the failure of the packet would certainly have been avoided, had the question been to be decided by the Governor-general; but that was a small proportion of the time consumed; and under the improved system of packet-conveyance which now prevails (enabling us to exchange letters in six weeks), the delay of communicating with the general post-office cannot be put forward with much effect as an argument for any object in connexion with this department.

It is only right I should state, as well in justice to my colleagues of the Commission as to myself, that I do not recollect having been questioned by them upon this subject. I knew that Mr. Brewster had addressed the Commission, claiming interest for a certain time for the money he had lost; but the subject not having been brought forward by the chairman (for I repeat that I think it was not), and not having any suspicion that it was intended to make use of it in the manner that has been done, I gave it no consideration until I read it in the Report.

Report, p. 43.

The other case is one of much greater importance in the estimation of the two Commissioners; and to the introductory part of it, at least, I should not have objected, but for the unnecessary allusion to Mr. Edward Freer's being the "own nephew of the Deputy Postmaster-general"! omitting to notice a fact of quite as great importance, and known to them upon equally good authority, namely, that *he was a meritorious officer of the department of several years' standing*. This, however, I shall not dwell upon (it is of no consequence, except as a manifestation of feeling); but it is with the overstrained inferences deduced from certain facts connected with this case, and the consequent incorrect general conclusions of the other Commissioners, that I have to do; and if, in the prosecution of this disagreeable duty, I should be more burthensome to your Excellency than I ought to be (an error, however, which I will endeavour to avoid), I must again beg of your Excellency indulgently to bear in mind the painful position in which I have been placed by the Report, and the obligations imposed upon me now, whilst the opportunity is open, of repelling what I conceive to be a most unwarrantable imputation levelled against me.

Report, pp. 43 and 44.

I request your Excellency will be pleased to read, in the first instance, that portion of the Report on this subject which commences at page 43, and is continued to page 44.

Report, p. 44.

I shall observe here, that there is a mis-statement of fact in the page last mentioned, which is doubtless the consequence of an error of memory on the part of the chairman of the Commission; but which, nevertheless, it is a duty to myself to correct emphatically. The language is, "Mr. Stayner has declined laying before us his correspondence with Mr. Berczy, on the ground that it was of a private nature." *I did not decline* laying this correspondence before the Commission; on the contrary, I offered to produce the correspondence in question, if permitted. It is quite true I stated that it was of a private nature, and that I had preserved no copy of my letter asking Mr. Berczy to take the resident duties of the surveyor for a short time; but I added, I could procure the original from Toronto, and that I had no objection to show it, as well as Mr. Berczy's answer, if they could afford any satisfaction to the Commission. Mr. Dowling's notice of this offer was in the following words—both the tone and language (upon which it is unnecessary to comment) I perfectly well recollect: "Sir, I want to see none of your private correspondence!"

This, however, is of little consequence compared to what follows.

The Report, in page 44, proceeds to sum up my delinquencies in this matter thus: "It has been thought right to conceal from the Postmaster-general all knowledge of the facts that occurred since his Lordship's approval, on the 19th October 1840, of Mr. Freer's appointment. His Lordship has been suffered to remain under the erroneous impression that Mr. Freer is discharging the duties of his office in Upper Canada, whilst in reality he is employed as clerk in the post-office

post-office at Quebec, and in utter ignorance of the arrangements by which for nearly a year the important duties of surveyor have been irregularly and imperfectly discharged."

These are serious charges, and if I did not possess the power of divesting them of the guilty complexion which the terms employed in the Report are calculated to convey, they might well form an argument, not merely for a change of system, but for showing that I have criminally abused my trust, and rendered myself undeserving of future confidence; but it is now for me to state the circumstances of a transaction, from which Mr. Dowling and Mr. Davidson have attempted to draw such grave deductions, preliminary to the recommendation of certain views, and to show that the whole of it from beginning to end was not only justifiable, but actually the only course left for me to take under the peculiar difficulties of a position into which I was thrown by causes which I neither created nor was accessary to.

That I did not report to the Postmaster-general the facts which had occurred since his approval, on the 19th October 1840, of Mr. Freer's appointment until a recent period, the 5th December 1841, is perfectly true. I will add, that even then I mentioned them only incidentally, but when I have stated the reason of my silence (not "concealment," as alleged in the Report), I think your Excellency will be disposed to admit that I had full and imperative cause for it.

My statement is as follows: I recommended Mr. Freer, who was the first clerk in my office, for the situation of surveyor, about to become vacant, upon the grounds of his having stronger claims for the promotion than any other person in the department. The Postmaster-general was pleased to approve of the appointment on the 19th October 1840.

On the 26th of that month the Post-office Commission was organized, and I was compelled to take up my abode in Montreal.

At this time, when consulted by the late Governor-general and the chief secretary, Mr. Murdoch, as to the probable duration of the proceedings of the Commission, I stated that I conceived two or three months would be sufficient to do every thing that was required, and so fully was I impressed with the belief that more time could not be needed, that when I left Quebec by one of the last steamers for the season, I gave the people in my office to understand that I should return and resume my duties by mid-winter.

As I could not, however, remain away from my office even for those probable two or three months, without leaving a competent force there to conduct the duties, I had no alternative but to arrange that Mr. Freer should remain in charge of my correspondence; and I explained to Mr. James Porteous, then conducting the surveyor's duties in Upper Canada, that he must continue where he was, and his uncle, the postmaster of Montreal, where *he* was, until I could carry out a permanent arrangement. All parties cheerfully acquiesced, and it was my intention, so soon as I should be relieved from my attendance upon the Commission, to report to the Postmaster-general what steps it had been necessary for me to take to meet the exigency which had arisen, and at the same time, as a measure of justice to Mr. Freer (whose labours were greatly increased, and who was deprived of the advantages pertaining to the surveyorship), to submit to his Lordship that he should receive some extra compensation.

Such were my first arrangements, and I knew that they were the best that could have been made, and I felt perfectly assured, also, that they could not be otherwise than satisfactory to the Postmaster-general, who, in approving of the alterations consequent upon Mr. Andrew Porteous's resignation, must, as a matter of course, have intended to leave it to me to carry them into operation at my convenience.

Early in December the elder Mr. Porteous became importunate to be relieved from the duties of postmaster of Montreal, alleging that his health was failing, and entreating that I would let his nephew come down from Toronto and take his place. This was a great annoyance and disappointment to me, because I still hoped that in a short time I might be suffered to return to Quebec, and carry out the original design by sending Mr. Freer to Toronto; however, as I could not insist upon Mr. Porteous's continuing in charge of the Montreal office longer than was agreeable to him, I told him he should be relieved at the end of the quarter, and as the occasion pressed, I immediately wrote off a hurried letter to Mr. Berczy, the postmaster of Toronto, who had formerly been the surveyor for Upper Canada (and who was the most likely to aid me in the exigency), to ask him if he thought

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he could oblige me by conducting the surveyor's *resident* duties for a short time after the 5th January, explaining in a few words how awkwardly I was situated, and the necessity I was under of adopting some provisional plan.

The *resident* duties of the surveyor in Upper Canada, I beg your Excellency to understand, are laborious and important; in this capacity he maintains an extensive correspondence, and pays nearly the whole of the contract services, besides attending to other objects with the detail of which I shall not swell this paper. I stated to Mr. Berczy, in my communication, that if he could undertake this portion of the duty, I thought I could easily provide, by other means, for such travelling services as were likely to be called for in the probable brief period that the arrangement would last, as I should see that Mr. Porteous got his ordinary travelling work well up before he came to Montreal; I, of course, told Mr. Berczy that he should be properly compensated for this extra duty.

Mr. Berczy promptly acceded to my request, stating, so far as my memory serves me (for his letter was destroyed by the late fire), that by providing an extra clerk to assist in some of his office duties (which he did at his own expense), he could meet my wishes.

On the 6th January, Mr. Berczy took the duty in question and discharged it, as he has done every duty I have ever entrusted to him, to my entire satisfaction.

Whilst Mr. Berczy had this task in hand, two occasions only, I think, occurred in which it was found absolutely necessary to employ a travelling agent, and Mr. Richardson, the postmaster of Brantford, who had frequently before been engaged for similar objects (*they related to missing money-letters*), was then despatched, and he executed the services perfectly well.

This arrangement continued from January until early in June,\* when finding that instead of closing its proceedings, the Post-office Commission seemed destined to an unlimited duration, and that I should be obliged to continue with it at Kingston, still leaving my duties at Quebec to be got through with as best they might, I found it necessary to make another change, and I proposed to Mr. Richardson, the postmaster of Brantford (the person before alluded to), to give up his post-office and devote the whole of his time to the surveyor's duties, so long as I might find it necessary to employ him, he receiving all the advantages appertaining to the appointment of surveyor.

This arrangement still continues in force, in consequence of my being compelled to retain Mr. Freer at Quebec, to assist me in meeting the difficulties arising from the late unfortunate fire.

So far I have been under the necessity of troubling your Excellency with what may be termed a narrative of my proceedings, as they relate to the arrangements themselves, connected with the matter in question.

I must now enter upon the more painful task (painful, because I must speak of the injustice rendered to me by a party to whose authority circumstances for a time subjected me) of explaining why I for so long a period abstained from reporting to his Lordship the Postmaster-general the provisional arrangements I had made in relation to the surveyor's duties in Upper Canada, and to which the Report attaches so much importance.

I have already observed, that in the first instance I expected my absence from Quebec in attendance upon the Commission would have been but for a few months, two or three, and that when I could return thither and send Mr. Freer to Toronto, I would report my temporary arrangements to the Postmaster-general.

I should observe likewise, that I took one of my clerks with me to Montreal, to assist me with my correspondence, which I conducted under the disadvantage of a separation from nearly all my office records, involving the necessity of perpetual reference to Quebec, and keeping me engaged with but little intermission from early in the morning until midnight.

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\* I conceive it proper to state here, that the whole amount of Mr. Berczy's claim for the services rendered to the department whilst conducting the resident duties of surveyor between January and June was - - - - - £. 66 15 -

Out of which he paid from his own funds for the assistance of an extra clerk taken into the post office during the same time - - - - - 33 10 -

Sterling - - - £. 33 5 -

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Leaving Mr. Berczy the sum of 33*l.* 5*s.* as his entire compensation for an amount of labour which would not have been adequately paid for by less than thrice that sum.

I was compelled, also, for a great part of the winter to have with me Mr. Griffin, the surveyor for Canada East, to aid in preparing the numerous statements and calculations required for the Commission, the whole of which work does not appear in the Appendix.

I mention these facts to afford your Excellency some idea of the difficulties under which I have conducted my office duties whilst in attendance upon the Commission, and the consequent necessity I was under of keeping Mr. Freer at Quebec. It might have been thought that a knowledge of these difficulties during this lengthened period (for they could scarcely have been ignorant of them) would have induced the gentlemen with whom I was connected in the Commission to have made some allowance in my behalf, and to have given me the benefit thereof in the Report for failing, in their opinion, *in one instance* in a point of duty; not so, however; the occasion, poor as it was, was eagerly caught at to support a position not sustainable, as I conceive, by sound argument; and in the pursuit of this object they have exerted themselves to the utmost to present circumstances in a light unfavourable to me.

That your Excellency may the better estimate the value of the imputation that I could have intended from any unworthy motive to conceal from the Postmaster-general my proceedings in the matter in question (for nothing short of this is meant), I beg to say, that I could not bring one shilling of the expense incurred in these temporary arrangements into my accounts without first submitting the vouchers for the special approval of his Lordship.

I have paid all those expenses out of my own funds, nor can I be reimbursed until the Postmaster-general is satisfied to approve of what I have done; but to show even more strongly, if possible, how little ground there existed for charging me with *concealment*, and for "suffering the Postmaster-general to remain under the impression that Mr. Freer was in Upper Canada, whilst he was actually at Quebec," I beg to state, that during the many months I was kept away from Quebec, *Mr. Freer, under his own signature, in my behalf, was by every packet in the practice of making reports to the secretary of the general post-office.*

I felt that the Postmaster-general was aware that the circumstances in which I was placed would compel me to make various arrangements for a time upon my own discretion, and that he had sufficient confidence in me to trust for a satisfactory explanation (when the time for it should arrive), of any delay which might occur in reporting to him, and I have consequently been free from anxiety upon this part of the subject.

Having already explained why I did not think it necessary to report to the Postmaster-general my provisional arrangements for conducting the surveyor's duties in Upper Canada, and of my own at Quebec, during the first few months of my absence from Quebec, I shall now crave your Excellency's further attention whilst I state my reasons *for abstaining to report one word upon the subject after it was taken up by the Commission.*

*See my letter to Post-office Commission, in Appendix.*

I think it was in April last, after Mr. Berczy had been managing the duties of acting surveyor for about three months, that application was made to the local government\* by some gentlemen of political influence in Upper Canada for the situation of post-office surveyor (presumed by them to be vacant) for Mr. Howard, formerly postmaster at Toronto, who was dismissed from his office by Sir Francis Bond Head in 1837, in consequence of his suspected connexion with the rebellion.

Upon a question on the subject of this supposed vacancy being put to me by Mr. Dowling at a sitting of the Commission, I informed him that the appointment was *not vacant*, and proceeded to state exactly how the matter stood, and what I had done in consequence of being unable to spare Mr. Freer from Quebec. Being conscious that throughout the whole of my proceedings in the case in question I had consulted the best interests of the public, I supposed my explanation would have been satisfactory; not so, however, for I was questioned and cross-questioned about it by Mr. Dowling in so offensive a manner, that I desired permission to lay before the Commission, in *writing*, a statement of the transaction as it occurred, which I immediately did.

Notwithstanding the undisguised and full explanation then afforded, and which I am quite sure would have exonerated me with the Postmaster-general from the slightest

\* It is proper I should state, that I do not know officially, nor indeed certainly, that this application was made to the head of the Government, but I have reason to believe that it was, and I am quite prepared, if called upon, to state the grounds for this belief.



slightest blame, Mr. Dowling, the chairman of the Commission, with a precipitancy and want of decorum, hardly excusable, as I conceive, under any circumstances, still less in our relative positions, thought proper to say the transaction was "*a job*," or looked like "*a job*," with phrases of a similar character, equally ill-judged and out of place; my first impulse naturally was, under so gross a provocation, to abandon the Commission as a member; but I was dissuaded from this by the advice of judicious friends, who represented to me, and I am sure justly, that if I took any course which should have the effect of breaking up the Commission, it would be believed that I had done so because the inquisition into my conduct was more searching than I could endure, and that I had resorted to stratagem to get rid of it. I, therefore, under a protracted state of vexation, which I would not submit to again for the value of my Commission, continued to sit at the Board, and to lend my assistance to the business in every manner in my power for several months longer, until my health actually gave way under the annoyance which I was enduring, and I returned to Quebec early in August, leaving behind me at Kingston (with the consent of Lord Sydenham), Mr. Griffin, the surveyor for Lower Canada, who was perfectly equal to supply my place for all that was required to be done; he was detained there some three months or more, before he was permitted to take his departure.

Your Excellency will, I trust, give me credit for being actuated by a right feeling, when I resolved, after the language alluded to had been used by the chairman of the Commission, to make no communication whatever to the Postmaster-general on the subject in question whilst the Commission should be in action; had I done otherwise, I should naturally have expected that the same tendency to put the worst construction on my proceedings which had been previously manifested by the chairman would have led him to say, that finding myself in a dilemma, I had sought to escape from the consequences, by entrapping the Postmaster-general into an approval which his Lordship would not have afforded, had he known all the circumstances of the case as they would appear in the Report.

I beg leave here to draw your Excellency's attention to the fact, that though this case is ostensibly brought forward as a powerful illustration of a great inherent defect in the existing constitution of the department, it does not, even as set forth by my colleagues, tend to such a conclusion; but rather resolves itself exclusively into an impeachment of the Deputy Postmaster-general for having overstepped the discretionary power vested in him, and in fact for having deliberately violated the instructions which form a material part of the above constitution.

To have led to the desired inference, it should have been demonstrated that the existing system was so defective as to enable me to escape or evade the consequences of my proceedings in this case. It cannot be shewn that I could entertain any such expectation, nor other reliance than my trust in the impartial consideration of my Lord the Postmaster-general, of the circumstances of peculiar difficulty in which I had been placed. If I am right in my view of the case, I think it will be admitted, that the main argument of Messrs. Dowling and Davidson drawn from it falls to the ground.

I shall now, may it please your Excellency, bring to a close all that it appears necessary for me to say with regard to mere personal defence in the matter of the Report; my statement under this head has extended to a length much beyond what I anticipated when I commenced, and it may not be free from objections on other grounds. I must however repeat my hope, that in consideration of the peculiar circumstances of my position, which has indeed been one of singular difficulty, your Excellency will be disposed to make such allowance for the course I have pursued as I may be entitled to. Had Lord Sydenham (by whom the Post-office Commission was constituted) survived, it was my determination, before he left the country, to have represented to his Lordship every thing which I am now laying before your Excellency, with many other particulars, indeed, with which it would have been right he should have been made acquainted, but with which it is unnecessary to trouble your Excellency.

There is an assumption here that the Postmaster-general is not satisfied with the nature of the responsibility of his Deputy, which I conceive his Lordship, when the remark meets his observation, will not fail to disprove.

The Report says, "There is evidence, that in this respect the condition of the department has not been considered satisfactory;" and again, "Since the appointment of this Commission, the Postmaster-general has seen fit on more than one occasion

occasion to refer to us for our report on recommendations sent to his Lordship by the Deputy Postmaster-general."

It is quite true that, pending their sittings, his Lordship the Postmaster-general deferred to the judgment of the Commissioners two or three cases involving expense—the establishment of the Montreal office was one of the cases; this I conceive was quite natural under the circumstances. It was proper, indeed, that every question of the kind that could be subjected to the judgment of the Commissioners should have the benefit of their consideration; but I think I may safely say that the fact does not bear out the inference drawn from it by my colleagues.

I shall now, with permission, take up that part of the Report, page 45, which undertakes, after having endeavoured to shew that I have abused the trust reposed in me, to draw a general deduction from the premises; it says, "Power, however purely exercised, if subjected to no popular control, and to but little check of any kind, will always be liable to suspicion. Concealment creates jealousy and distrust; but if to this we add the fact that from some of the colonies, the Canadas especially, a large surplus revenue has been annually remitted to England, the public dissatisfaction will appear natural enough, even though the expediency of the changes we are about to recommend should not be admitted."

No one, I fancy, will be disposed to dissent from the abstract truth of the above propositions, but I believe the Report to be wrong so far as Canada is concerned, at all events in supposing that the "power" alluded to in its general application to the business of the post-office has had much to do with the dissatisfaction described.

I think that *three* causes have operated to prevent the attainment of that degree of popularity to which the department might fairly have laid claim, had there existed no counteracting cause, from the great improvements that have been introduced within the last few years, and which are generally admitted; and they are, firstly, the charge against printers for the transmission of their papers, or rather the enforced prepayment of that charge, and its appropriation to the Deputy Postmaster-general as a privilege of office.

This exaction is supposed to bear injuriously upon printers; by it they are constantly brought into irritating collision with the department, and it can scarcely be necessary to do more than state this fact, to account for the dissatisfaction expressed, and the little disposition that there has been to speak favourably of the post-office. With the whole public press, actuated by a direct personal feeling against any establishment, popularity, in the ordinary acceptance of that word, is not to be expected. I have long been convinced, therefore, that both the mode of paying for newspapers, and the application of the proceeds, required alteration; and it is well known that I have for many years advocated the necessary change.

The second ground for dissatisfaction is the remittances of the surplus revenue of the department. This surplus revenue has undoubtedly resulted from military postage, paid by the several army departments; and there have not been wanting arguments to show, that under the circumstances, the British Exchequer was well entitled to a return into it of money expended in the postages of an army stationed in the colony for its defence.

The public generally has been ignorant of the fact which I have stated above; the great amount of military postage has not been known or suspected; and the common belief is that some 12,000*l.* or 15,000*l.* a year remitted to England as post-office revenue comes from the pockets of the inhabitants of the provinces, although it can be demonstrated that this is an error,

The third cause for dissatisfaction has been the high rates of postage, more especially the rates for great distances, and this dissatisfaction has gained strength rapidly since the introduction of the general penny rate in England, and the reduction of the postage on our correspondence with Europe; for, as a correspondent of the Commission very justly observes, "Charges for postage will always be referred for comparison to the lowest rate with which the people are acquainted."

If the three causes for dissatisfaction above described were removed, and the same attention to the general improvement of the department which has obtained for the last several years continued, I entertain not the slightest doubt that the post-office would become as popular as could be desired.

I agree with the other Commissioners in their reasoning (commenced in page 45) upon the Bill sent out in 1834. The course adopted on that occasion was radically wrong, and not suited to accomplish the desired end. I think, also, that the whole or nearly the whole of a satisfactory plan might be arranged by the

Report, p. 45.



Report, p. 47.

Lords of Her Majesty's Treasury and the Postmaster-general, and carried out by their authority alone; but I do not see any good reason for the Postmaster-general's transferring to the executive authorities in the provinces any portion of his administrative control over the department, if by this is meant, as I believe it is, to take from the Postmaster-general or his Deputy the right of appointing to office people for whose conduct the latter individual is accountable! The intention itself is only named in *words*, and as it were incidentally, nearly at the close of the general argument in page 47; nevertheless it is the great question upon which I am at issue with the other Commissioners; it is the question whether the Postmaster-general shall be deprived of all substantial power in the department, that of appointing his own officers, or whether those officers shall be appointed by the respective Governors of the provinces, and the department be made (to the destruction of its usefulness) an arena for political partisanship!—for that I have no doubt it *would* become.

I can conscientiously say, that when reflecting upon this most important branch of the question, I have endeavoured to divest myself of every consideration arising from my present position in the department, and my firm impression is that to take from the Postmaster-general or his representative the right of appointing to office, will not only weaken its efficiency in its working operations, but effectually prevent the establishment's acquiring what after all is the principal object to be looked to—the confidence and favour of the public.

I consider that the proper policy to be pursued with regard to the post-office in these provinces is to make it a common link of union between the Government and the people, and that neither its own action nor the choice of its officers should be made subservient to political party objects.

I can easily conceive that it might be a convenience to the Executive for a time, and that some apparent immediate advantage might be derived, were the several Governors to appoint their political adherents to the situations of surveyors, postmasters, and to the superior clerkships; but the character of the department would thereby sink in public estimation, and become in a short time what it is in the United States, where of late we have witnessed the extraordinary fact of the highest functionary in the Government (the President) brought to a conviction of the pernicious consequences springing from a post-office influenced by political considerations, and repudiating in a public document what has notoriously been the guiding principle of that establishment.

Any and every other department, in a country peopled as these provinces are, may with more safety than the post-office be made accessory to the advancement of any course of policy which the Government may be pleased to advocate; but the post office, for reasons just stated, and others which I think must come home to every man, should if possible remain sacred from even a suspicion of being under party bias; it is upon its unquestionable integrity in the minds of all classes that the post-office must mainly rely for its character and prosperity.

It may be supposed, notwithstanding my protestation to the contrary, that I am biassed in my views by the situation I happen to hold in the department, and that I wish to perpetuate a system which has been advantageous or convenient to myself; I do not think, however, that I am obnoxious to such a charge, nor do I think that the continuance of the “patronage” of the department, as it is called, where it has hitherto been, can necessarily expose the government to injury, for there can be no doubt that the Executive of the country has at all times the power of suspending from the exercise of his functions any Deputy Postmaster-general who may be found abusing the authority entrusted to him; no other idea can for a moment be seriously entertained, and with such a power the responsibility of the post-office to the local government of the country is as positive and actual as it can be for any useful object.

The Report goes on to say, page 46, “It appears to us that the mere introduction of a few sentences in the commission and instructions to the Deputy Postmaster-general, requiring him to obey in all things lawful the orders of the Governor-general, as well as those of the Lords of the Treasury and the Postmaster-general, might be made the means of providing all needful subordination to provincial authority; the effect of this alteration would be to confer upon the Governor-general a sort of concurrent jurisdiction which could never by any possibility clash with that of the authorities at home, or impede the uniform working of the system, but would subject that officer to a real, because no longer a distant responsibility, and introduce some measure of popular control by making the  
local

local administration answerable politically for abuses in the direction of the post-office."

The Report continues—"The introduction into the Deputy Postmaster-general's Commission of a clause of this sort, though a novelty as regards the post-office, is not without precedent in other departments, subordinate as the post-office is to the Lords of the Treasury or to the Secretary of State;" and a Commission of the Surveyor-general of Woods and Forests in Lower Canada and the Commission of the Commissioners of Crown Lands are cited as instances. The relations existing between the Commissariat and the military authorities at their respective stations are also supposed to constitute a precedent for the application of a concurrent jurisdiction in the case of the post-office.

I have no objection, whatever, to urge against the introduction of the "few sentences" suggested in the Commission of the Deputy Postmaster-general, for I do not see that these words would in any degree affect the accountability which the Deputy Postmaster-general owes to the provincial Executive, but I would respectfully protest against these sentences being construed to deprive the Postmaster-general of any portion of his prerogative as now exercised, and this should be clearly explained. The change recommended is not necessary, and would in its effects be bad, nor can I see that the original argument for it is in any degree strengthened by the references to the Wood and Land departments.

The post-office is necessarily an imperial establishment (not a provincial one), because its government and operations must pervade the several provinces.

The Wood and Land departments are strictly local, confined in their accountability to one province, and the orders of the Governor are sufficient for every relation coming within the sphere of their operations.

It is unnecessary to enlarge upon the different character of the post-office in this respect; further, I conceive it to be quite an erroneous assumption that the provincial jurisdiction "*could not by any possibility clash with that at home,*" if the former is to be exercised in the manner and to the extent evidently aimed at by the authors of the suggestion.

The Commissariat is a better illustration of the kind of concurrent jurisdiction which ought to prevail in the post-office, *so far as the different nature of its character and service would permit*; my opinion indeed is, as already stated, that it does exist at present, but if it would conduce to the public satisfaction (*and I think it might*), I should be glad it were formally proclaimed; but I must again enter my solemn protest against the introduction of any change that would identify the post-office in its action with the political movements of the country, or that would have the effect of making the Deputy Postmaster-general a political character.

The next proposition advanced by the other Commissioners is that the "establishments of the Deputy Postmaster-general and the accountant should be permanently fixed at the seat of government in Canada." Report, p. 47.

My opinion is, that the proper position for the central establishment is at Quebec. The Report has given the outline of my arguments, but adds, "these considerations do not appear to us at all decisive of the question; the constant presence of a very active and intelligent postmaster" (at Quebec) "is all that is required for these objects."

The more I consider this matter, the more am I convinced that Quebec is the natural and proper station for the managing officer of the department. If a central government is required, it is of the first moment that it should, as nearly as possible, be *geographically* central. Should the government of Canada continue at Kingston, and the Deputy Postmaster-general of British North America be stationed there, he would be 1,300 miles away from one extremity of his charge, and only 450 from the other! and it is certain that the organization of the lower extremity, meaning the country east of Quebec, will require three times as much of his direct superintendence as the upper part. The disadvantages which must result from conducting his operations at such a distance, I humbly conceive, form a consideration which should outweigh every other in deciding this question.

I admit the advantage of an easy communication with the Governor-general, but it is not in my opinion a vital consideration that he (the Deputy Postmaster-general) should always reside in the same town with his Excellency. I think he should be so situated as to be within easy call of the Governor-general and the Legislative Assemblies of Canada; and further, I consider it highly advisable that his office business should be so arranged, as to permit him, without injury to it,



to visit occasionally the several provinces, and see that the surveyors are doing their duty, and to consult with the several Lieutenant-governors upon the improvement of the Post-office establishments within their respective provinces; this, perhaps, more than anything that could be devised, would have the effect of increasing the efficiency of the department generally, and of rendering it extensively popular.

Report, p. 47.

The five surveyors, as recommended in page 47, would probably suffice for some time to come, but if possible, I should wish to avoid keeping a surveyor at Quebec for any great length of time; he ought to be differently occupied, more especially if Quebec should remain the station of the Deputy Postmaster-general.

Hitherto Mr. Griffin, the Lower Canada surveyor, has been obliged to remain too much at Quebec in order to assist the Deputy Postmaster-general in his duties, which otherwise he could not have got through with; this, I repeat, ought not to be necessary, and one serious objection to it is, that it is an injustice to the surveyor himself, who receives pay only at the rate of 150*l.* a year whilst at his head quarter station,—a very insufficient compensation if he continues stationary for a considerable portion of the year.

Force of the Deputy  
Postmaster-general's  
office, Report, p. 47.

The Report says, with reference to there being one central office for British North America, that perhaps "one additional clerk might suffice" for the Deputy Postmaster-general's office, and adds "that if some further increase in the establishment be found necessary hereafter, it is among the advantages of the plan we propose, that such necessity would be easily decided upon by competent and impartial authority."

In one of my communications to the Commission, I observed that in the event of annexing the lower provinces to the Canada charge, I should require another clerk in my own office. I stated this without pledging myself that it was all that would be necessary. I should require that addition at once; but the task of assimilating the duties of the lower provinces to those of Canada, and of subjecting the whole to a system that would work well, will be a very heavy one, and until it is fairly entered upon, I cannot venture to say what additional force will be necessary as a permanent establishment.

I should think, however, that the Postmaster-general would be as competent and as disinterested an authority to decide upon a question of this kind as could be found, and I consequently cannot see the collateral advantage claimed in the Report as likely to be realized in this instance from the adoption of the change of management. In any event the opinion of the Deputy Postmaster-general, except all confidence is to be withdrawn from him, must have weight in a question relating to the duties of his own office. The great fear of the Commissioners, however, seems to be that the Deputy Postmaster-general should be trusted to for any thing, and their chief object to place him in a position where, although his responsibility is to remain, he is permitted no free action; but surely some confidence ought to be reposed in the judgment and good intentions of an officer who has attained to his rank, and standing too, in the particular position in which he does; nor is it possible to work a department of this kind effectually unless a large share of discretionary power is vested in him, or in some officer, by whatever other name he may be called, entrusted with his duties.

I hold it to be perfectly right that the Deputy Postmaster-general should be rigidly watched by the Governor-general and by the Legislature also, and that he should be obliged to render ample explanations of his conduct and proceedings whenever these high authorities may deem it necessary, and that it should be a part of the system that full periodical reports, in such form as may be satisfactory, should be furnished by him; and further, that it should be distinctly made known to the public that to this extent he is responsible, and that for abuse of his power or neglect or incompetency, he may be suspended by the Governor-general; but to trammel him in the practical discharge of his duties by any checks beyond these, and what exist in the surveillance of the Postmaster-general, the Audit-office, and more immediately in the Account branch, would only tend to defeat the reasonable expectations of the Government and the public.

I think it may be advantageous at this stage of the question to solicit your Excellency's notice of part of a letter from the Honourable John Macaulay, inspector-general of accounts in Upper Canada, which appears in the Appendix, and which goes immediately to the point now under consideration.

Mr.

Mr. Macaulay was, for several years, postmaster of Kingston, and during that time he devoted his attention not merely to the operations of his own office, but to a study of the Post-office system generally, the working of which, as well in the United States as in the British provinces, he thoroughly understands; added to this recommendation, the opinions of this gentleman upon all matters of departmental business are acknowledged to be of the highest order; I consider, therefore, I am justified in now referring to what he says in regard to the management of the post-office.

The language is: "In order, however, to ensure the steady progress of improvement in all branches of the department, I am under an impression that its chief officer in this country should be endued with larger responsibilities and higher powers than I apprehend it has hitherto been the policy of the superior metropolitan authorities to concede to him. He should, I think, be permitted to act in reasonable conformity to his own views of the general advantage, and to the desire of the head of the local government upon any special matter, without a previous and perhaps a very dilatory reference to London. The colonial executive should be allowed a control over the department to a certain extent, which, however, should be so defined as not to go the length of sanctioning any sort of executive interference with appointments to office in the department. The patronage should exclusively appertain to the Deputy Postmaster-general, who it is clear would be careful in the unfettered exercise of his own discretion to select his deputies according to the opinion he might be led to form of their integrity and ability, and with little reference to any other consideration. Were the executive government in any manner to exert an influence over the appointments, they would become political, which is the last thing to be desired in such a department of the public service."

Appendix, Part II.

I do not differ so materially from the other Commissioners in their statements on this head as to render it necessary for me to record my impressions at any length in opposition to theirs.

Postage rates, arguments for reducing, &c., Report, p. 52.

I have already remarked, with reference to what is said in pages 30 and 52 with regard to the United States' rates, that my opinion is, that for those distances upon which the greatest amount of correspondence is conducted in both countries, the rates in the United States are higher than those in Canada! A very material difference, however, in favour of the United States' tariff, and that which impresses the public most strongly when contrasting the rates of the two countries, is, that in the United States they have a maximum rate, and it is comparatively a low one; the charge does not increase after 400 miles. I have always considered this principle a good one, and that it might be advantageously applied to these provinces.

Having myself devised the four scales of postage described in the Report, and, upon a comparison of the merits of them all, given the preference to No. 4, I unite in the recommendation that it should be adopted (and the weight system also), but I cannot, consistently with my own credit and the obligations I owe to the public, concur in that recommendation in the unqualified manner that is done in the Report, nor without earnestly entreating your Excellency, before giving to so very material a question the weight of your voice in sending it to Her Majesty's Government, to consider the disastrous consequences that will ensue, if, upon the application of these fundamental changes, *without any previous provision being made for a want of funds to carry on the business of the department*, a deficiency should arise! For that an actual deficiency will be the early consequence of those changes I am well persuaded, nor can I see upon what grounds the other Commissioners have ventured to estimate (as they have done in page 57) "the utmost loss in Canada from the adoption of the two changes" at 9,000 l.

Recommendation that Scale of Rates, No. 4, should be adopted, &c. Report, p. 54.

I beg to lay before your Excellency the scale, No. 4, with my remarks thereon, as originally prepared for the Commission, wherein you will perceive, Sir, that I stipulate (if I may be permitted to use the term) for a provision against the probable deficiency that may be expected to follow the alteration for some time.

When draughting the scale just mentioned (No. 4), I was not called upon to take into account the operation of the weight system, as alluded to in the Report, page 56; but without having in view the loss which I consider as inevitable therefrom, I see enough in other causes, more especially in the rapidly increasing expenditure for steam-boat service, &c., to teach me that if such a scale as



No. 4 is adopted, an extraordinary fund should be provided to enable the Deputy Postmaster-general to fulfil his engagements.

The year's statement of the Canada post-office revenue up to July 1840, as laid before the Post-office Commission, was, in its appearance, very encouraging, and calculated, when compared with the previous year's, to warrant the feasibility of a considerable reduction in the postage rates; but the expense of steam-boat mails, and several other heavy items of charge for improved mail service upon land routes, did not then exist.

Had it not been for the fire which destroyed the general post-office in November last, I should have it in my power, as I fully believe, to show that the surplus revenue of the Canada charge for the year ending January 1842, was only about half, or more probably less than half, what it was for the year before cited. I very much doubt, indeed, if the British postage were subtracted from it for the last year (and this postage must of course be subtracted if the new system is adopted), whether the actual surplus revenue for the year ending in January last will exceed 7,000 *l.*, whilst the *possible* loss arising to the year's revenue from the adoption of scale No. 4, is computed at 13,320 *l.* 17 *s.* 2 *d.* currency! and this, it must be borne in mind, is independent of any loss that may accrue from the adoption of the weight system.

I should not think I had discharged my duty, whilst upon this branch of the subject, if I did not refer to the condition of the United States' post-office in illustration of my argument, that the department in British North America would be unable to sustain itself under the proposed changes, and that it would consequently require extrinsic aid.

The elements for the self-sustainment of a post-office in the United States are unquestionably far greater than they are in these provinces,—I should think upon an average nearly as two to one; and yet it is certain that for some years past the expenditure there has considerably exceeded the income, so that the Postmaster-general has been compelled to reduce the amount of post accommodation throughout the extent of his charge; in these provinces, a reduction of accommodation could not be borne; the constant demand is for its increase.

Except, then, I am altogether wrong in my calculations and arguments, I think your Excellency will admit that it would be criminal in me not to protest against an unconditional adoption of the two changes recommended in the Report, *i. e.*, the weight plan, and the new tariff of rates. I should be happy, under a proper provision against failure in the revenue, to see both changes introduced; but that provision, wherever it is to come from, *ought to be ready whenever the necessity for its use shall arise*; for, even supposing that the several provincial legislatures would be willing, as I trust they would, to supply the deficiency upon an exposition of the accounts, the establishment might be bankrupt before relief could be obtained. I am persuaded, indeed, that in three months or less such a conclusion would arrive.

The rates to be charged on letters or packets deposited in a post-office for persons within its delivery, and on general post letters delivered by letter-carriers:

The plan suggested by the Deputy Postmaster-general is not approved of by my colleagues.

As I do not know of any better mode of providing for the convenience of the public in the matter in question than that suggested by me, I respectfully solicit your Excellency's notice of the paper in which my views are contained: Appendix, Part I.

The argument used in the Report against fees is quite right when large and regularly constituted post-offices are in question, but this argument cannot be extended to the numerous petty offices which constitute by far the greater portion of the establishment in British North America, and whether upon the postage of the letters alluded to you allow a commission or grant the whole as a fee or perquisite, there can be in neither case a check.

I agree in the opinion that it is advisable to make the postage on newspapers a halfpenny each currency, payable either by the sender or receiver, and I would apply this tax as well to papers printed in this country as to British, United States, or other papers, passing by the post otherwise than by the regular packet mails.

Rates on letters, &c. delivered at the office where they are mailed, and also by letter-carrier, Report, p. 60.

Newspaper postage, Report, p. 58.

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As regards newspapers for or from England by our packet mails, which now pass free of any charge from one extremity of the provinces to the other, I am strongly inclined to think, bearing in mind the heavy and rapidly increasing cost of the communication between Quebec and Halifax (through an unproductive route of nearly 700 miles), that some tax should be imposed upon those papers, if only as a salutary restraint upon the unreasonable use that is now made of the accommodation by numerous individuals, who recklessly send huge files of such papers, evidently without any regard to the great difficulty and expense which attends their transport at that season when the steam conveyance is suspended, which is for about half the year. It is no uncommon occurrence for a private individual in Canada to receive from 40 to 50 British newspapers by one packet; these newspaper mails are large and heavy, they already constitute a weight of from three-quarters of a ton to a ton, and there is no saying to what extent this will go on augmenting; even at present it requires three or four trips of the couriers to bring one of these mails, and when I state that through great part of New Brunswick and Nova Scotia the post-office pays from 2*s.* 9*d.* to 4*s.* 9*d.* a mile for the conveyance of this mail (limited as the weight by each trip necessarily is), your Excellency may form some idea of the burthensome expense attending the service, and what it is likely to become; but, as above-mentioned, the whole of the newspaper mail is not now brought by "one despatch," neither does it come with a sufficient expedition to satisfy the public,\* and if the demands for improvement in these respects (which are reasonable enough in one point of view) are to be fully complied with, the charge of the Halifax communication will become enormous, exceeding beyond all proportion the revenue resulting from it.

Report, p. 69.

The intention of the Government in affording this great facility for the free transmission of newspapers was no doubt founded on enlarged and liberal views, and I am most loath to do anything to injure the full effect of the beneficent intention; but if the department is to be thrown entirely upon its own resources, it appears to be but reasonable that these papers should contribute something towards the revenue.

This idea is very judiciously treated by one of the correspondents of the Commission, Mr. Freer, of Quebec, to whose communication I would respectfully refer your Excellency.

Appendix, Part II.

Whilst upon this subject, I think it may be useful to affix to my statement a notice which I have recently cut from a newspaper,† describing the intentions of the United States Postmaster-general with regard to the size of newspapers passing through the post in that country; a corresponding check should be in force in the provinces.

In speaking of the creation of new offices, the Report says, "It does not appear that many applications (in Canada)-are refused, but that there is often delay in making preliminary inquiries through the surveyor, which, combined with the general vice of the system, its want of popular control, and hence of public confidence, does much to discourage applications."

No great complaint of the want of post-offices in Canada, though the number might well be increased, &c. Report, p. 60.

I protest against this averment, for I do not believe that there has been for years any backwardness on the grounds alluded to in applying for post-offices and other post-accommodation. It is well known that every application is received courteously by the department in Canada, and I think its present compared with its former position (going some 10 or 12 years back) will shew that an amount of

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\* The mail is now brought through from Halifax in from six to eight days, according to the state of the roads and weather; 14 years ago it generally occupied 18 days.

† "Boston, March 21.—The Postmaster-general has submitted for the consideration of the Committee on Post-offices, &c., two Bills. The one proposes to change the rates of postage so as to make them conform to the federal coin. The rates now charged are 6 cents, 10 cents, 12½ cents, 18½ cents and 25 cents for single letters. It is proposed to charge 5 and 10 cents, 20 and 25 cents. This is, in fact, an important reduction upon all rates of postages below 18½ cents. It is proposed to charge letters, now paying 18½ cents, 20 cents, and reduce the rate of 12½ to 10 and 6 to 5. This is as great a reduction as it would be safe to make at this time. The other Bill is designed to reach the evil and relieve the department from the burden, or, in other words, to indemnify it for the expense of transporting these immense mammoth sheets assuming the name and appearance of newspapers, but which, in fact, are in most cases a reprint of books. Mr. Wickliffe says, 'I have adopted the principle of charging newspapers by the square inch. I would suggest the largest size newspaper printed in the United States as the size which is to pay the rate of postage now charged upon newspapers by the law of 1825. All sizes above are required to pay one cent for every five square inches over that size.'"



of improvement has been introduced at least equal to the advance of the country in other respects; this is even admitted in the Report itself; the only cause that a single complaint exists of a real want of post-office accommodation is that the Deputy Postmaster-general has not had a sufficient force in surveyors to attend to every case immediately. I think besides that, as a general rule, it is better to wait for an expression of public opinion with regard to increasing post-office facilities, rather than to anticipate it; such accommodation is always asked for sufficiently early in the districts within my control.

The prevalent desire in Canada now is, not so much for more post-offices, as for more frequent mails upon the established routes, and greater expedition.

Report, p. 63.

A practice of violating the secrecy of letters is said to prevail in certain post-offices.

I cannot pass over this portion of the Report without comment.

Amongst so many offices, the services of which are frequently left to clerks in the absence of their principals, it would be a cause of surprise rather than otherwise if such delinquencies never occurred; but I believe the instances of crime of this sort are as rare in the Canada establishment as they are in any other, and in proof of this, I have only to point to the numerous reports of inquiry into the Post-office establishment instituted by the Assemblies in Upper and Lower Canada! Those inquiries were oftener than otherwise, under the conduct of such persons as M'Kenzie, Duncombe and O'Callaghan (men who have all been driven from the country), prosecuted in a spirit of rancour against the establishment, and every fault that could be got at was prominently thrust forward; yet no imputation of the kind alluded to has ever been advanced, and I cannot believe that the department, since the time when those inquiries were pursued, has sunk in its moral character.

The true cause from which the suspicion of the violation of letters sprung is very simply explained. During the political troubles of 1837 and 1838, when the post was notoriously made use of by the disaffected for the advancement of their revolutionary projects, it became necessary at all the principal offices, and some of the minor ones, to open suspected correspondence; persons formally qualified to perform this onerous but imperative duty were appointed by the Governor-general in Lower Canada, and by the Lieutenant-governor in the upper province, and all suspected letters were opened and examined; this was continued in some parts of the country so late as 1839. It is not surprising that people whose correspondence was subjected to so offensive an inquisition should feel sore, and that some of them, in ignorance, should direct their resentment against the post-office, and, without making allowance for the original cause, should have arrived at the conclusion, that it was a systematic practice for which that establishment was answerable. That this reasoning has prevailed to a considerable extent, I had cause to know long before the Post-office Commission was appointed, and I have painfully felt the unmerited odium it had entailed upon the department.

I stated all this to the chairman of the Commission, who, having recently come to the country, I supposed might not have known the facts; and I cannot but think that when placing the *imputation* upon record, and recommending in such very emphatic terms the necessity of vigilance on the part of the head of the department, to detect and punish the disgraceful crime, it was his duty to have adverted to my testimony, as Deputy Postmaster-general, upon a question of so much moment.

Other circumstances in connexion with the discussion of this subject transpired before the Commission, which, at the time they occurred, I had resolved, in justice to myself, to bring under the notice of the Government. My great dislike, however, to encumber the proceedings with any matter of a nature personal to myself, that can possibly be avoided, has induced me to waive that resolution; and I shall content myself with saying that, as the head of the department in Canada, no one can view with greater "horror" than I do, the crime of violating the correspondence entrusted to the post; nor is any argument beyond what belongs to my own conviction necessary to teach me the paramount importance of vigilance in the detection of offenders in a matter of this nature, and of signally punishing any individual of the department found guilty of so vile an abuse of his trust.

Emoluments of  
Deputy Postmaster-  
general,  
Report, p. 71.

I had hoped not to have found it necessary to make any observations upon this portion of the Report; but when I see it proposed as a debateable point, whether

whether the Deputy Postmaster-general is to receive "any" compensation for the deprivation of his privileges of office, I cannot abstain from saying a few words upon the subject.

It is said that the emoluments of the Deputy Postmaster-general have swelled to an amount disproportionate to the general range of incomes in the country. Admitting this proposition to its utmost extent, and that persons could be found willing to relieve that officer from his charge, for one-half or one-quarter the income he receives (and there are, no doubt, abundance of such persons), I am not inclined to think that Her Majesty's Government will place me, for the time to come, exactly upon the footing that might be very equitable and satisfactory in the case of a new appointment to office.

My emoluments as Deputy Postmaster-general have grown with the general business of the department, and the gradual improvement of the country. I have never drawn anything my right to which has not been repeatedly recognized by competent authority; and I have by the same authority been promised, that when the period for relinquishing those privileges should arrive, I would be allowed compensation according to the scale which in similar cases prevails in the general post-office at home! Further than this, the late Lord Sydenham distinctly assured me, that when such an alteration in the system should take place as would deprive me of my privileges or perquisites, I might rest easy as to a satisfactory compensation for the same.

This principle was admitted, and recommended to the Government for adoption, in a joint address to his late Majesty by the Legislative Council and House of Assembly of the province of Upper Canada, in March 1837.

In discussing the claim for compensation to postmasters (including, as I have a right to suppose, the Deputy Postmaster-general) for the loss of the income at present derived by them from the collection of United States' postage, the Commissioners have pronounced that they have no claim! adding, "the system is one which ought not to have been suffered to grow up;" and again, "a mere private arrangement entered into for their own benefit by certain public servants of the Government with the authorities of a foreign country, if found to be incompatible with the interests of the Government they serve, cannot be said to furnish a just claim to compensation."

Compensation to postmasters for loss of commission on United States' postage, Report, p. 69.

There is scarcely a point among the many in which I differ from the other Commissioners, in which their mode of treating the subject has surprised me more than this. It might really be supposed, from the language employed, that the department in British North America had been guilty of criminal misconduct in its arrangements for conducting the correspondence with and through the United States, than which no idea can be more unfounded. Whatever the decision of Her Majesty's Government may be upon this or any other question affecting me, I am prepared respectfully to bow to it; but I cannot suffer the views upon our intercourse with the United States, as given in the Report, to go forth without an attempt to correct them.

It is altogether wrong to suppose, as must be inferred from the language of the Report, that the chief advantage of the intercourse in question has been gained by the United States; on the contrary, the chief advantage has been derived by us *in the provinces*. We had a boon to ask, and nothing to offer as an equivalent; but owing to the great liberality of the United States' government, in trusting to the individual responsibility of the Deputy Postmaster-general, we obtained what we required (previous to the establishment of the Cunard line), namely, the means of a regular and convenient correspondence with the British isles through the American merchant packets.

The provinces are now independent of the United States in this respect; and so far a different character applies to the existing arrangement, which it is now reasonable to expect should be modified in such a way as to confer reciprocal benefits, and impose corresponding obligations upon the post-offices of the two Governments.

I must take leave further to say, that the intercourse in question has grown from what some 15 years since was a very insignificant item in the post-office business to its present importance. The system, such as it is now, was, by the very nature of our position at the period it commenced, forced upon us; it was a necessary first step towards a more perfect treaty or arrangement, such as I trust will ere long be brought about; and I contend that the Commissioners were not justified



justified in asserting or insinuating that the existing plan was entered into for their own benefit by postmasters.

This allegation, if correct, might indeed form a strong support to the dictum that *the postmasters have no claim to compensation*; but I do not believe that in *any instance* those communications were formed for the convenience or profit of postmasters. I opened several of them myself, at the desire of the inhabitants, and for their accommodation, and my own emoluments from United States' postage being confined to what is collected at Quebec and Montreal, it is clear that *I* derived no personal benefit from thus multiplying the channels of intercourse with the American territory, but, on the contrary, I subjected myself to increased responsibility and labour.

With the statement of facts in relation to our post communication with the United States, the truth of which I can substantiate, I cannot but think it extremely improper that such imputations as appear in the Report should have been made, nor can I see justice in the proposition that I or others should be deprived of a source of income such as this without compensation therefor, in some shape or degree.

It is right I should state (otherwise it will not be suspected), that under the present arrangement I have been exposed to and have sustained heavy losses; besides minor sums, the large amount of 1,300*l.* due to me by a deceased postmaster for American postage is now in extreme jeopardy, and may be lost to me altogether. This money, under my agreement, I was bound to pay over to the American post-office, though never received by me, *and although I never derived any portion of the commission accruing to the postmaster whose debt I was thus compelled to assume.*

As to the *measure* of remuneration due to the Deputy Postmaster-general and others for the loss of commission on United States' postage, I have never considered that it should be equal to the advantage that it has afforded; but *something*, I conceive, will be due to those persons, if the deprivation takes place, and I have little doubt that it will be so determined by your Excellency and Her Majesty's Government. So far as this question applies to the several postmasters concerned, I had proposed what I deemed an equitable consideration in the plan of establishments for the principal offices prepared by me, which the Commissioners have not judged it necessary to publish in the Appendix: for my individual claim, I am quite willing to leave it to the decision of the Government.

I have just alluded to the fact that the Commissioners have not judged it necessary to publish in the Appendix the estimates for the principal offices as prepared by me; I have felt considerable disappointment at this omission, because I have believed that it was an especial point of their duty to take cognizance of so material an item in the general economy of the establishment, and to pronounce a positive opinion thereon, and I know, besides, it was the expectation of his Lordship the Postmaster-general that they would do so. Impressed as I am with these convictions, I cannot hesitate to submit for your Excellency's observation, copies of the estimates alluded to, which were drawn up by me after the best consideration I could bestow upon the subject. It is the more necessary I should do this, because the existing arrangements are not satisfactory either to the postmasters or to myself, and there can be no doubt they require early consideration.

Certain remarks of mine, in my capacity as Deputy Postmaster-general, which will be found in the Appendix, Part I. originally included observations on the estimates in question, but the Commissioners have not published this portion of my observations, nor have I now the means of supplying the deficiency.

Under this head I cannot repeat too decidedly an opinion which will be found in different words in other parts of this statement, namely, that I do not concur in the belief that the adoption of the new system of rates proposed by the Commissioners will furnish means for a self-sustainment of the department, either in Canada alone or throughout British North America; on the contrary, the more I consider the matter, the more convinced am I that it would be a suicidal act to adopt the recommendation of the Report on this subject *in extenso*, without a previous provision for meeting a *probable*, I may say, indeed, a *certain* deficiency of revenue. It is, of course, impossible to demonstrate the truth of my views by figures, but with the experience I have had in the working of the post-office in British North America for so many years, I do not think it is presumptuous in

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\* General recommendation of the commission, Report, p. 73.

me to say that I know, as it were intuitively, what the general result of the experiment would be.

I am a friend to many points of the reform suggested, to a degree quite equal to my colleagues, but I will never put my hand to a recommendation with the conviction strong upon me, as it is in the present case, that its adoption would involve consequences of the most mischievous nature.

The Commissioners have not, I am persuaded, attached sufficient importance to the consideration that the expenses of the establishment are in a rapid course of increase from the improved means of conveyance required to satisfy the demands on all hands for a more speedy and more perfect transmission of the mails; the increased cost, indeed, attending the acceleration of the pace of a mail is seldom properly estimated, except by those who have had actual experience in the business. The communication between Quebec and Halifax alone in the conveyance of our English mails (already referred to in page 93) is of itself a very heavy charge on the revenue, and is constantly augmenting, as well from the increasing weight of the newspaper part of the mail (altogether unproductive as a source of revenue), as from the incessant calls of the public for greater expedition.

I beg to observe that the route last alluded to is the most important we have, inasmuch as it is the principal channel of our intercourse with the mother country during six months of the year, and until it is improved to the utmost extent of its capabilities, the public will not be satisfied. I may add too, that there is a strong disposition in the inhabitants of Canada, especially in the mercantile classes (and I think it a commendable one if not carried too far), to require a very large and perfect post accommodation generally. Our close proximity to the United States, where it has been the study of the Government for many years to gratify the taste of the people in this particular, has served to create and keep alive this inclination, and assuredly it is a point not to be lost sight of when contemplating the possible effect of a very important alteration in the tariff of rates.

It may naturally be expected that, having expressed such strong objections to the unqualified adoption of several of the most material of those suggestions of my colleagues which are likely to affect the revenue, I should be prepared to place my own views thereon in a more precise shape than I have yet done; this I shall now attempt to do.

It is adopted as a fundamental principle in the Report, that the revenue of the department should be maintained as nearly as practicable at a self-sustaining point; that while on the one hand the creation of a surplus would be objectionable, the existence of a deficit should be avoided; in this I fully concur, and it is from my firm conviction of the wide departure from this governing principle, in which the unconditional adoption of these recommendations would involve the establishment, that I am led to dissent from them in the shape in which they appear in the Report.

I have already stated that I should be well pleased to see both the weight system and the scale (No. 4) of rates as described in the Report, pages 54 and 59 in operation, but that I was convinced that the unassisted resources of the department would be found totally inadequate to the immediate accomplishment of these objects in their full extent.

I will now proceed to show what I conceive may be prudently attempted in these branches of reform with the revenue of the department, keeping in view the large expenditure which will inevitably follow the proposed change of system in the eastern provinces, and which I am persuaded cannot immediately draw forth a reimbursing income.

I would propose that the minimum and maximum rates of the scale No. 4, that is, the twopenny rate for all distances under 30 miles, and that of 1s. for all distances over 300, be put in operation as soon as convenient, say from 6th of January 1843.\* That from the 6th of January 1844 the reduction of the intermediate rates

be

\* The scale of rates would then stand thus:—

For distances up to 30 miles inclusive	-	-	-	2d. currency.
„ from 31 to 60 „	-	-	-	4½d. „
„ „ 61 to 100 „	-	-	-	7d. „
„ „ 101 to 200 „	-	-	-	9d. „
„ „ 201 to 300 „	-	-	-	11d. „
„ over 300 -	-	-	-	1s. „



be adopted, and from the 6th of January 1845, the weight system. Time would thus be afforded to the revenue between each change to recover its elasticity, and derive the advantage which the impulse given to correspondence by these several reductions of charge to the public may reasonably be expected to produce; and though a deficit might and very probably would follow upon the final accomplishment of the scheme, it would not, I trust, be considerable, more especially as I should propose that any surplus accruing in the two years of transition should be applied as a fund to meet the impoverishing effect of the adoption of the weight system in the third year. But under this or any other plan I must be permitted to repeat my earnest recommendation that even a possible deficiency in the revenue should be provided for; and I think that the only safe mode, as I view the subject, by which these important improvements could safely be put in train of speedy attainment, would be for Her Majesty's Government to lay before the several provincial legislatures, in the clearest and most distinct terms, their intentions with regard to the reforms contemplated, explaining amongst other things that the department in British North America should have the full benefit of the receipts of provincial postage; that the general management, as being essential to the interests of all the provinces, and to an impartial distribution of post-office accommodation throughout their whole extent, should continue with the Postmaster-general of the Empire, subject to such a surveillance of the respective provincial governments as shall be found consistent with his Lordship's control, and conducive to the well working of the establishment. That an account of the English postage collected in the provinces shall be kept, and the amount remitted to the General Post-office, London; and that as regards the introduction of the weight system, and the reduction in the postage scale, that it should be stated that these measures, however cautiously approached, would entail a material risk of a deficiency in the post-office revenue; that in the event of such an exigency, the Postmaster-general's deputy, upon application through the Governor-general, shall obtain, upon his Excellency's warrant from time to time, imprests from the Commissariat chest of such sums as he may require to carry on the service, and that at the end of the year, when the post-office annual accounts are made up, each province shall be required to make good the loans from the Commissariat chest, in proportion to its population. That it would depend on the expression of the opinion of the legislatures in this regard whether these important improvements should be introduced gradually, as the financial means of the department warranted, or whether they shall be immediately adopted in their full extent, upon the understanding that the provision for the material deficiency which might then be *certainly* looked for would be made in the manner just described.

These conditions are plain and simple, and withal, I think, so equitable, that they can hardly fail to be satisfactory to the several legislatures; and should an unreserved guarantee for possible deficiencies in the resources in the department be obtained, then every obstacle to continued and enlarged improvement throughout the extent of the country will have been removed.

Further, I beg to say, that I do not consider it at all necessary to wait the result of an appeal to the provincial legislatures before adopting the changes recommended with regard to newspapers and pamphlets, and with regard, likewise, to a change in our mode of dealing with American postage.

I am quite willing, so far as I am concerned, to surrender the privileges I enjoy under both these heads, trusting to the Postmaster-general and Her Majesty's Government for such compensation as I may be considered entitled to therefrom, as well as for such increase to my fixed salary as it may be deemed just to allow me under a new arrangement.

The American postage to be merged in our revenue upon the principle suggested in my Report to the Postmaster-general, dated 25th September 1837, 2d, 3d and 4th articles.—*See Appendix.*

A national treaty, such as suggested in the Report, page 71, to be the subject of attention afterwards.

I submit, also, that immediate steps should be taken to improve the surveyors' and accountant's departments, and the force in the Deputy Postmaster-general's office.

The establishments of all the larger offices should be speedily looked to and placed on a proper footing; and the forward system, with an attendant scale of compensation to the postmasters in charge of forward offices, be adopted as soon as practicable; in like manner the night-work should be provided for.

*See the Deputy Postmaster-general's suggestions in the Appendix, Part, I.*

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## THE STATE OF THE CANADIAN POST OFFICE.

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The change in the scale of compensation to the deputies generally, calls likewise for early attention ; but perhaps it may be found expedient to postpone the final consideration of this part of the subject until the Government shall be prepared to pronounce upon the adoption of the new tariff of rates and the weight system recommended in the Report ; at which time, also, the question of abolishing the franking privilege to postmasters, noticed in page 77 of this communication, will, I trust, be decided upon.

Humbly submitted.

(signed) *T. A. Stayner.*

Quebec, 2d April 1842.



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